



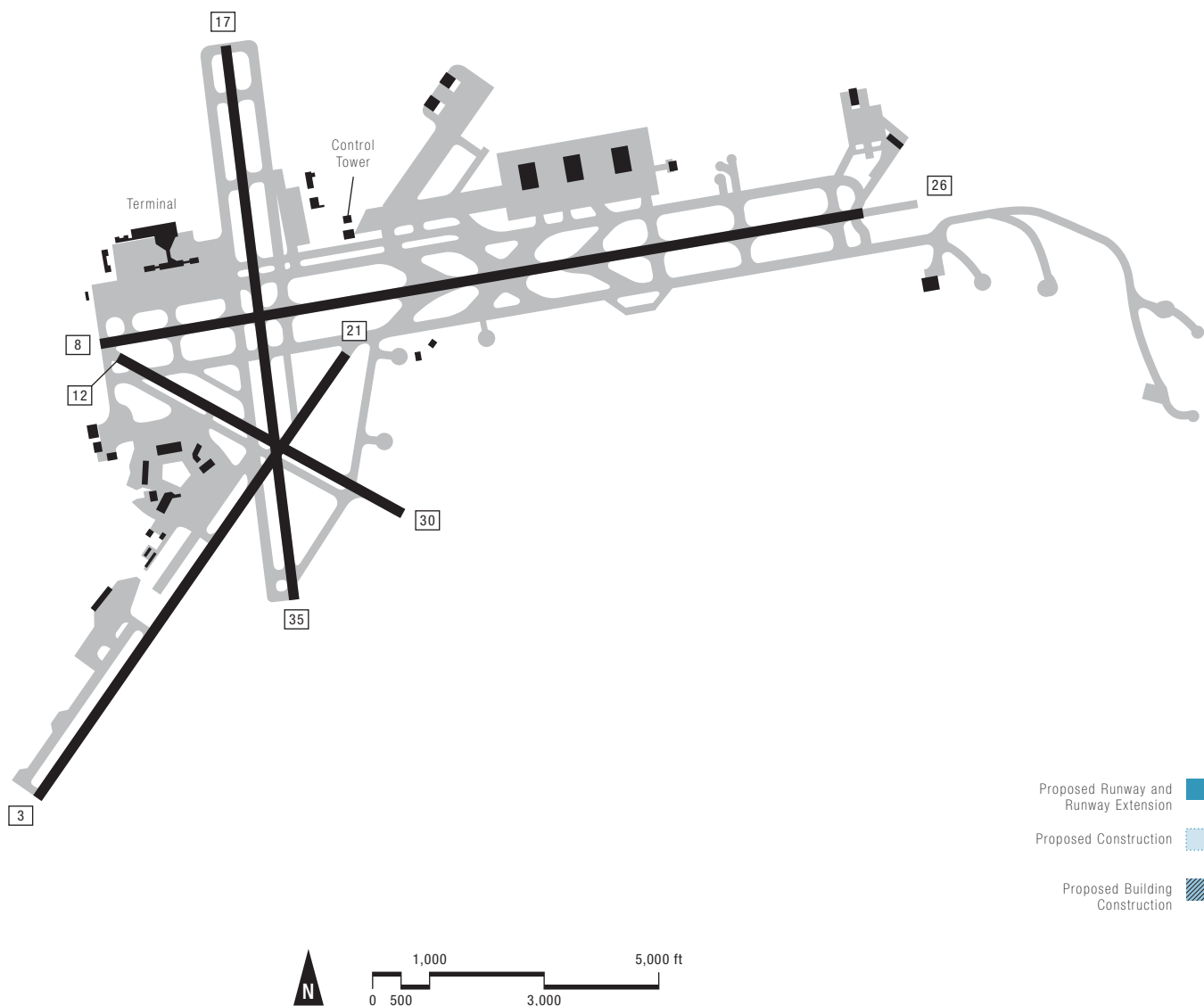
APPENDIX D AIRPORT LAYOUTS FOR THE TOP 100 AIRPORTS






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ABQ – Albuquerque International Airport

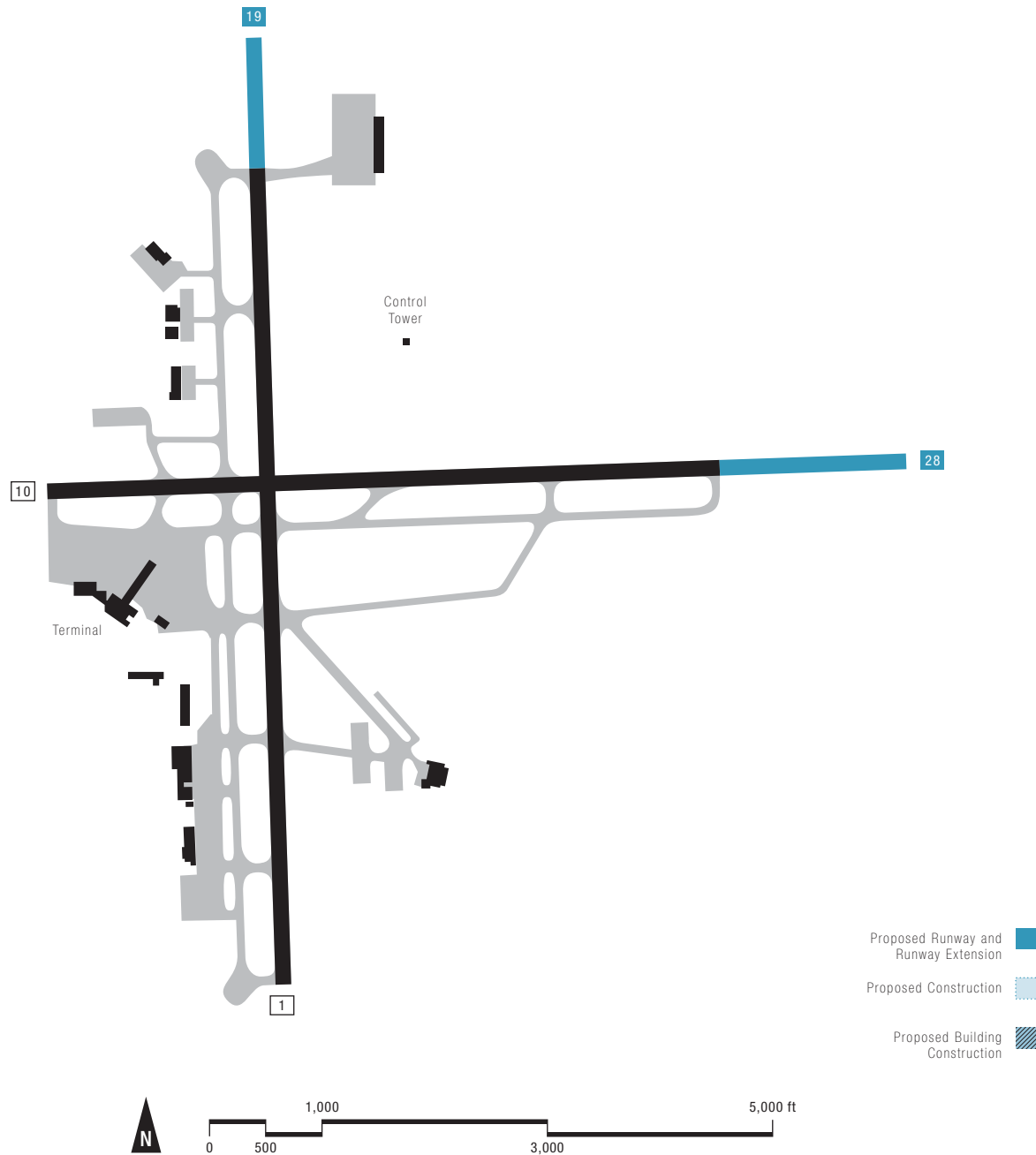
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.






NM		52	 (M)	Enplanements			 (K)	Operations			
				3,148,780	3,095,899	2,973,093		260	233,173	241,673	254,568
				CY 00	CY 01	CY 02		CY 00	CY 01	CY 02	

ALB – Albany County Airport

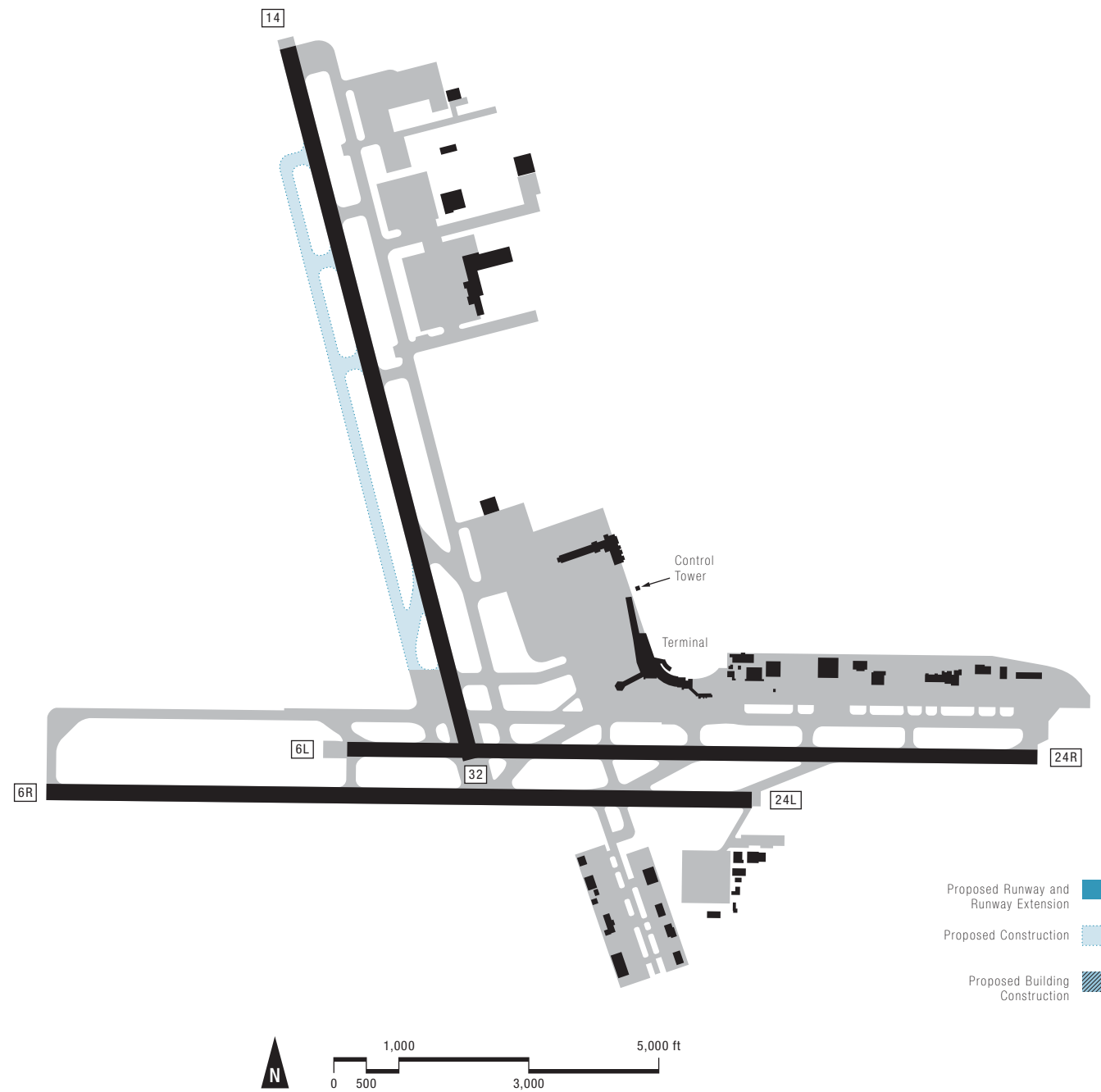
Construction of an extension to Runway 10/28 is planned. The estimated cost of construction is \$5.8 million and is expected to be completed in 2002. An extension of Runway 1/19 is planned at an estimated cost of \$7.5 million. Completion is expected in 2005.






NY		72	 (M)	Enplanements			 (K)	Operations		
		1.6	1,407,092	1,463,632	1,448,263	150	144,761	148,331	144,877	
		1.4				145				
		CY 00	CY 01	CY 02	CY 00	CY 01	CY 02			

ANC – Ted Stevens Anchorage International Airport

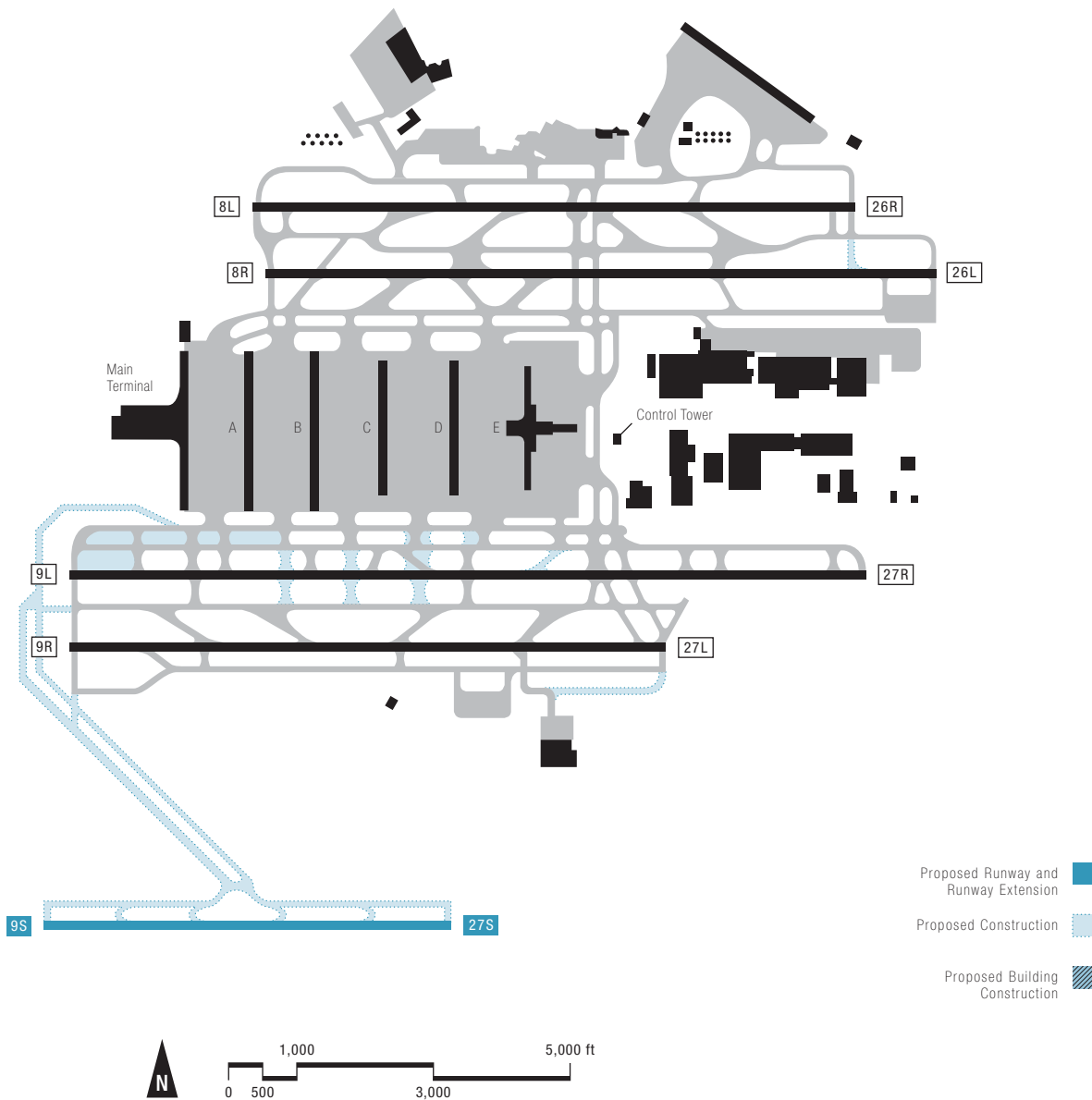
A new runway, 32L/14R, is being proposed, at a cost of \$16 million. No completion date is available at this time.





AK		60	 (M)	Enplanements			 (K)	Operations		
				2,503,138	2,419,261	2,388,563		317,763	300,166	309,225
				2.6				320		
				2.3				300		
				CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

ATL – Hartsfield Atlanta International Airport

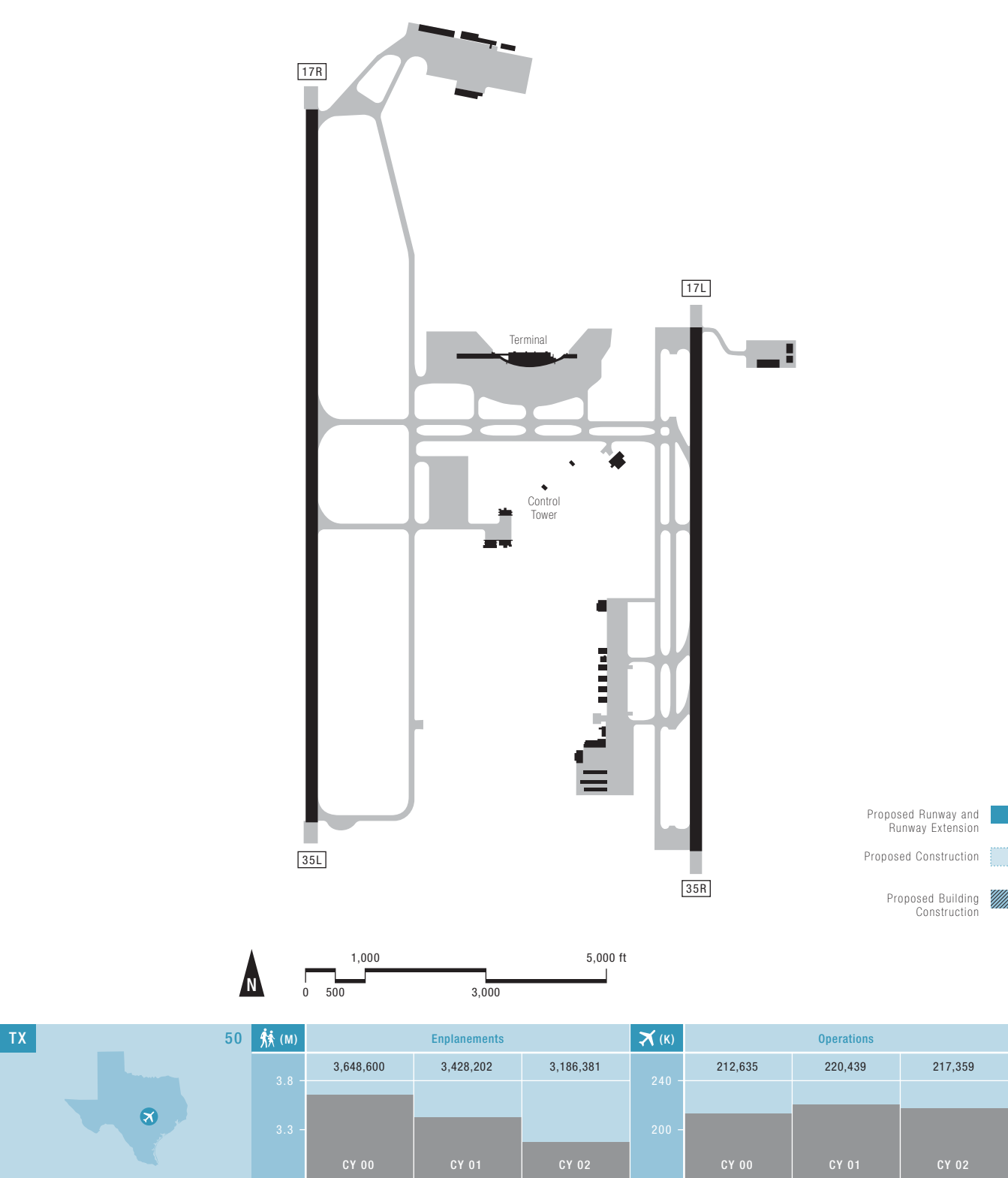
A fifth Runway 10/28, 9,000 ft. long and approximately 4,200 ft. south of Runway 9R/27L, is under design. Land acquisition is ongoing. The runway will permit triple independent IFR approaches using the PRM. The total estimated cost is \$1.2 billion. Construction began in 2000. The estimated operational date is early 2005.



GA	1	 (M)	Enplanements			 (K)	Operations		
			39,277,901	37,181,068	37,720,556		913,449	887,403	890,923
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

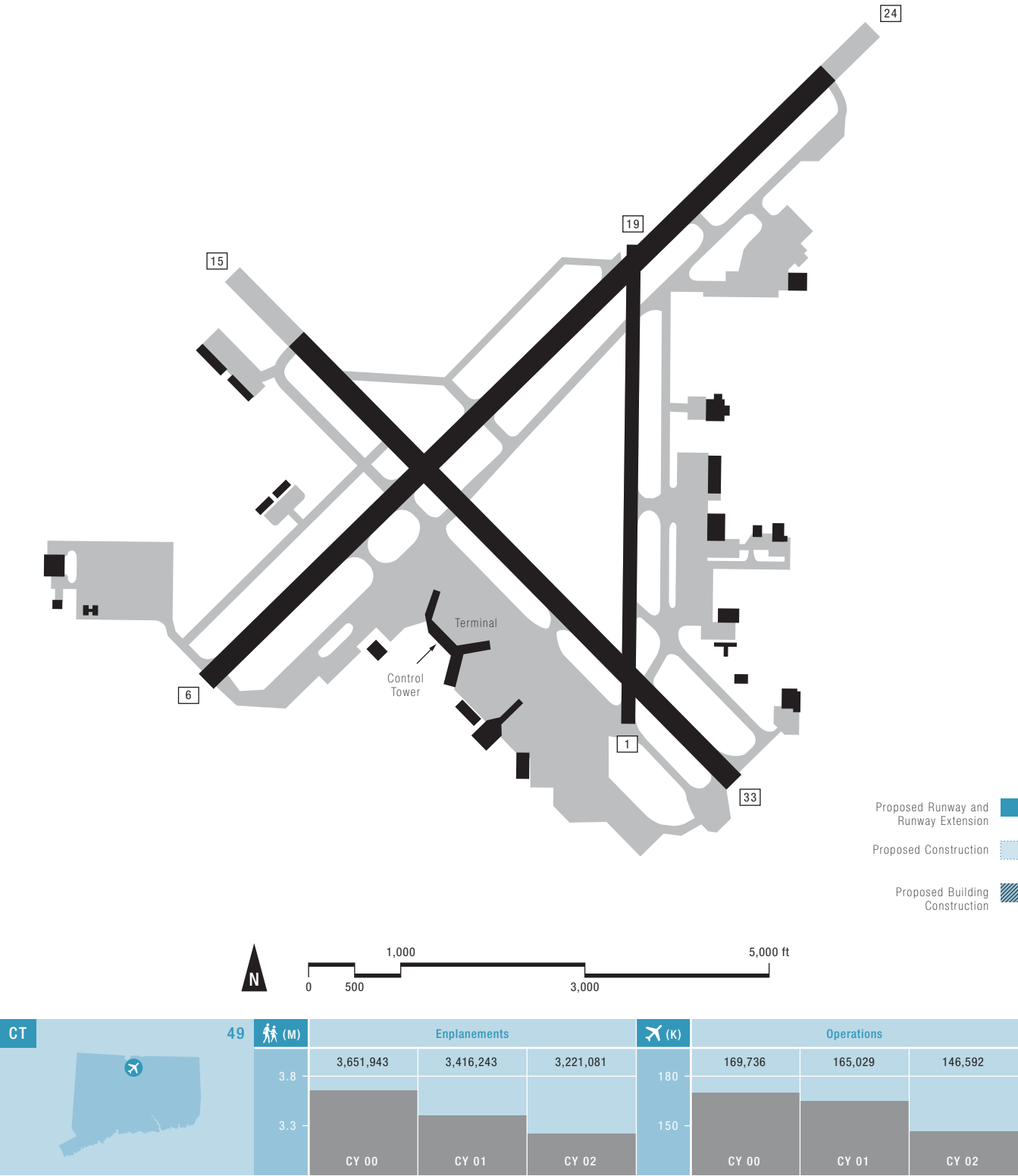
AUS – Austin-Bergstrom International Airport

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



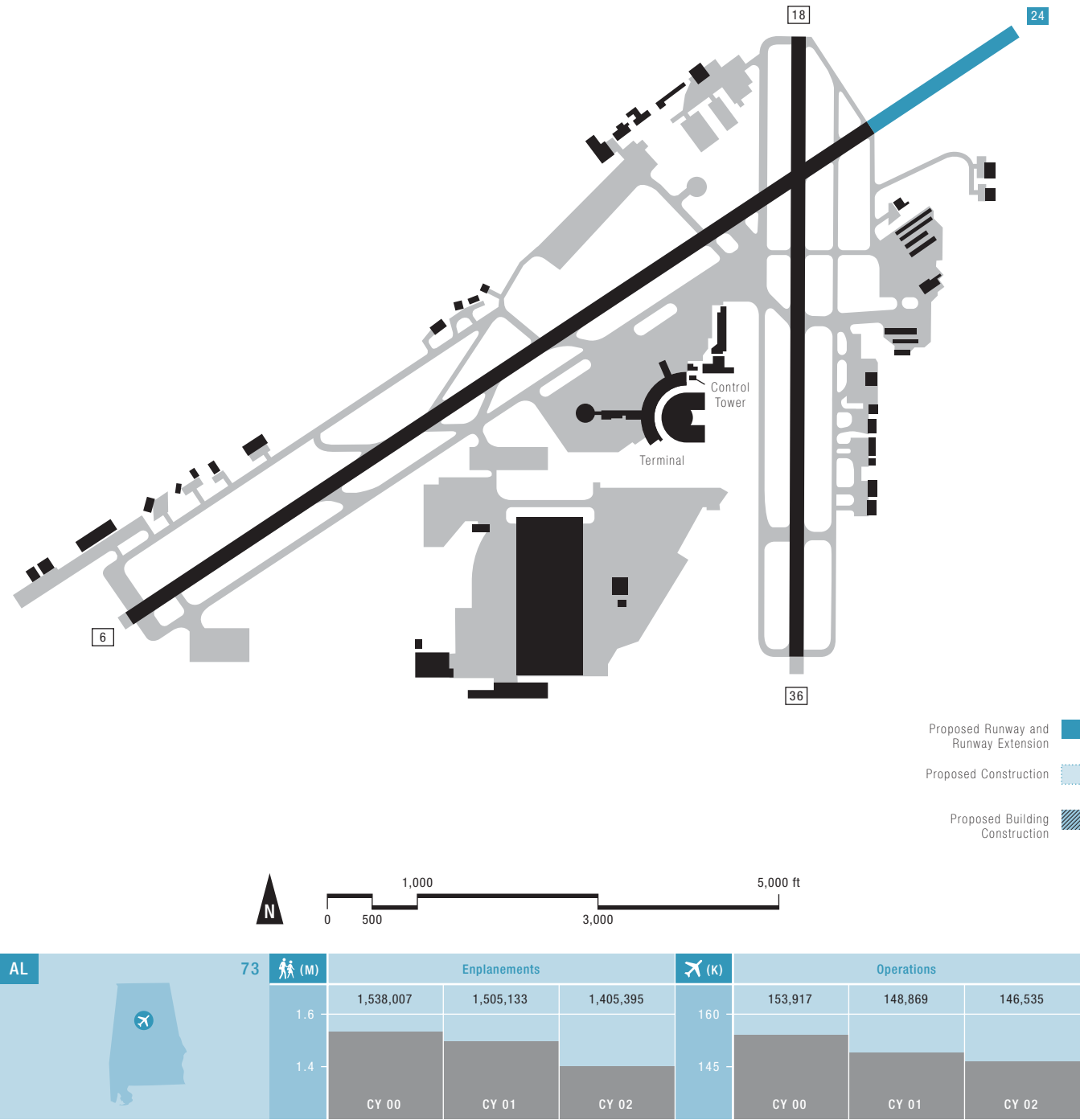
BDL – Bradley International Airport

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



BHM – Birmingham Airport




A 2,000-ft. extension of Runway 5/23 is currently proposed in the Airport's Master Plan. As proposed, the Runway 23 threshold would be displaced by 2,000 ft. Therefore, Runway 23's length available for departures and arrivals would be 12,000 ft. and 10,000 ft., respectively. Runway 5's available length for both arrivals and departures would increase to 12,000 ft. The increased length will allow increased aircraft payloads. An environmental assessment for the runway extension was completed in 1999. The runway extension was completed by 2002. The total estimated cost is \$17 million.



BNA – Nashville International Airport

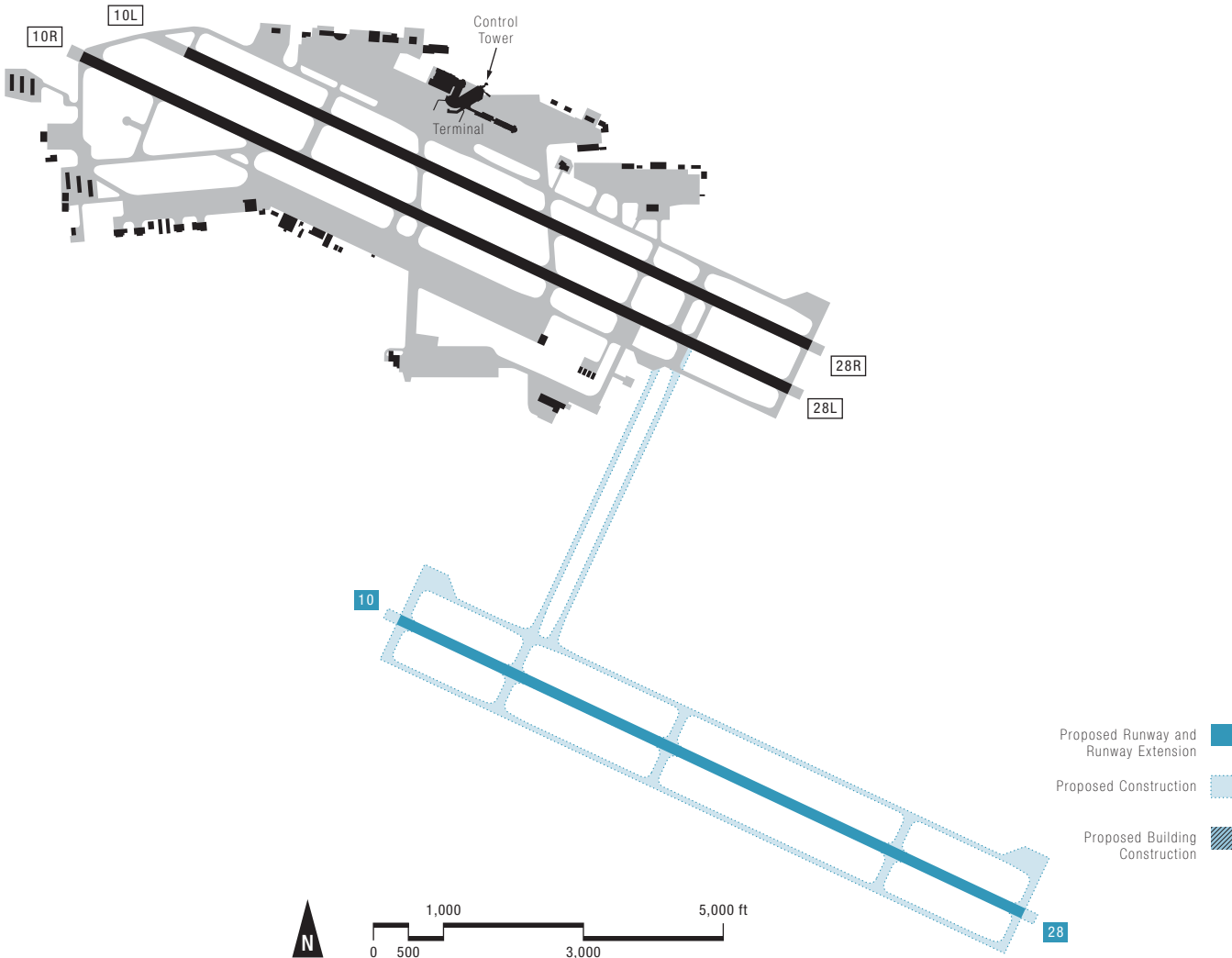
A new Runway 2E/20E is planned for the future between 1,500 and 3,500 ft. from Runway 2R/20L. In addition, an extension to Runway 2R/20L is planned.





TN		43	 (M)	Enplanements			 (K)	Operations		
4.6		4,479,909	4,209,465	4,009,959	250	248,135	237,139	233,163		
4.1					235					
		CY 00	CY 01	CY 02		CY 00	CY 01	CY 02		

B0I – Boise Air Terminal

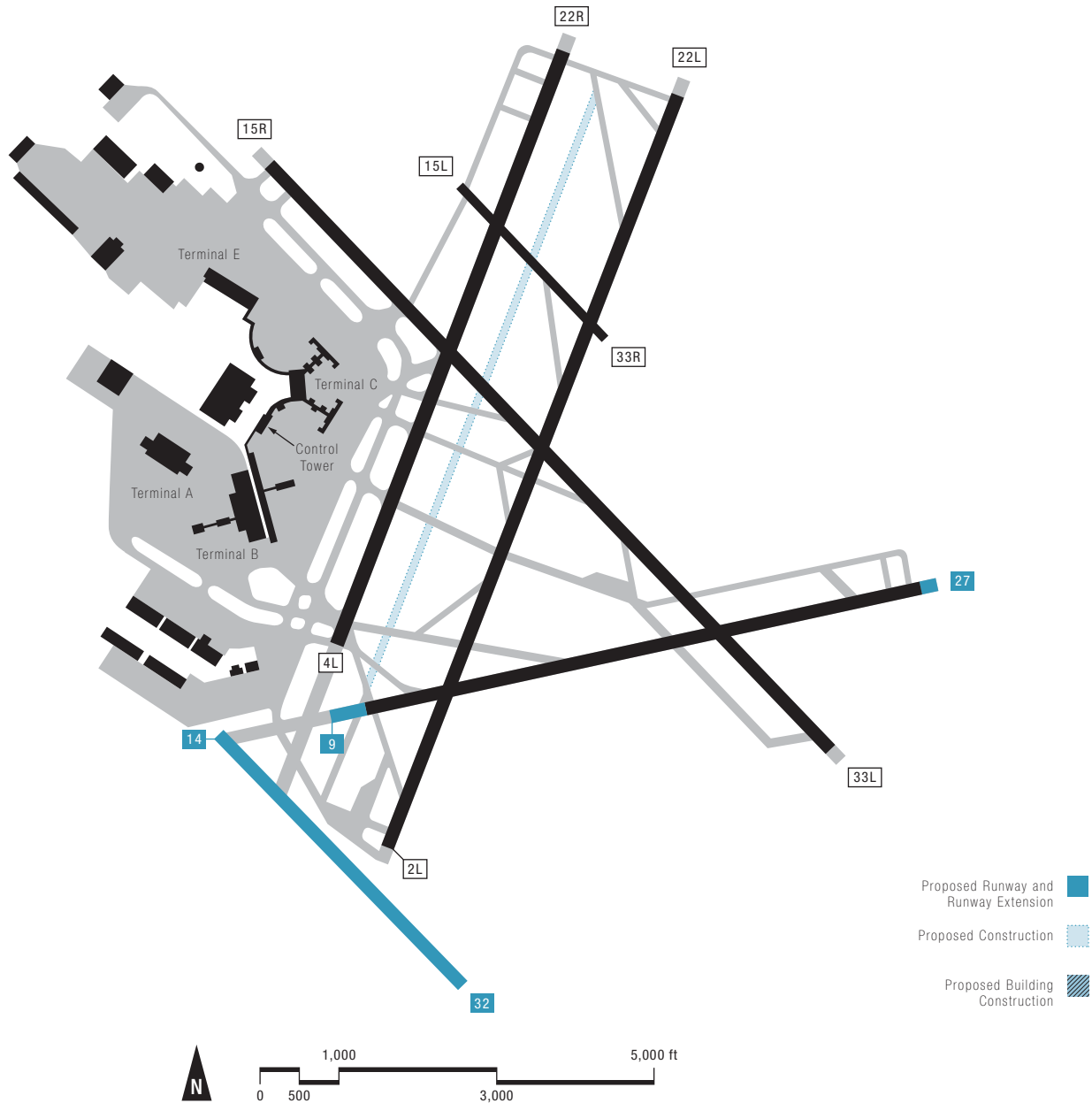
The eastern 5,000 ft. of runway 9/27 was constructed and completed July 2002 for military training of short-field landings. Future long-term plans are for a total runway length of 13,000 ft. to the west. Runway 9/27 is located 5,400 ft. south of the existing runway 10R/28L.






ID	74	 (M)	Enplanements			 (K)	Operations		
			1,524,458	1,425,007	1,380,227		171,010	164,741	167,730
			1.6				180		
			1.4				160		
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

BOS – Boston Logan International Airport

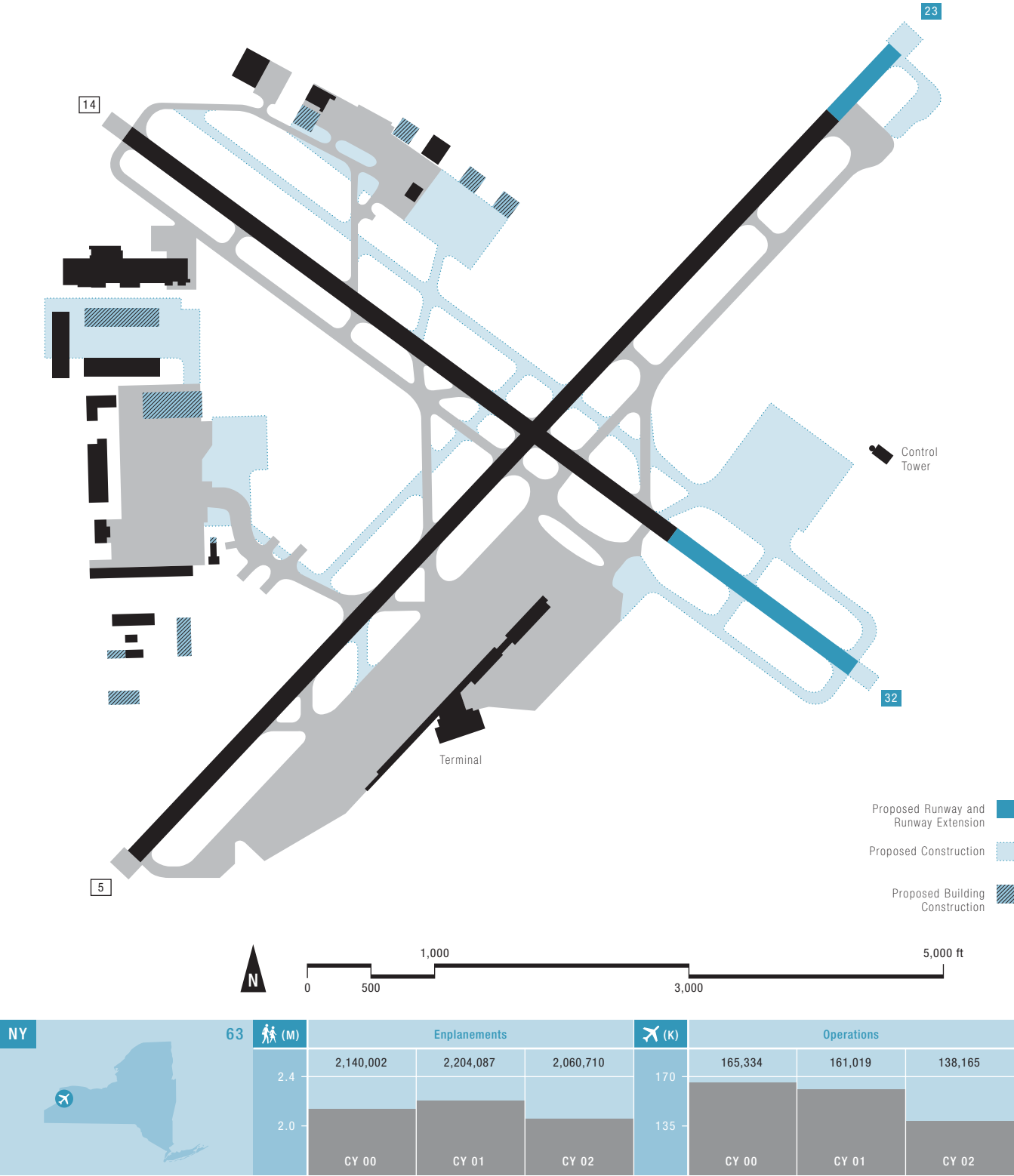
A new uni-directional 5,000 ft. Commuter Runway 14/32, and a new midfield taxiway, 9000 ft. in length, and other improvements are planned. An Environmental Impact Statement is nearing completion for the airfield project. The estimated cost for construction for the new runway is \$100 million including mitigation. Massport's current plans reflect completion of the new Runway in 2005.



MA	20		 (M)	Enplanements			 (K)	Operations		
				13,613,507	11,739,553	11,077,238		508,283	471,989	404,649
			14				520			
			11	CY 00	CY 01	CY 02	440	CY 00	CY 01	CY 02

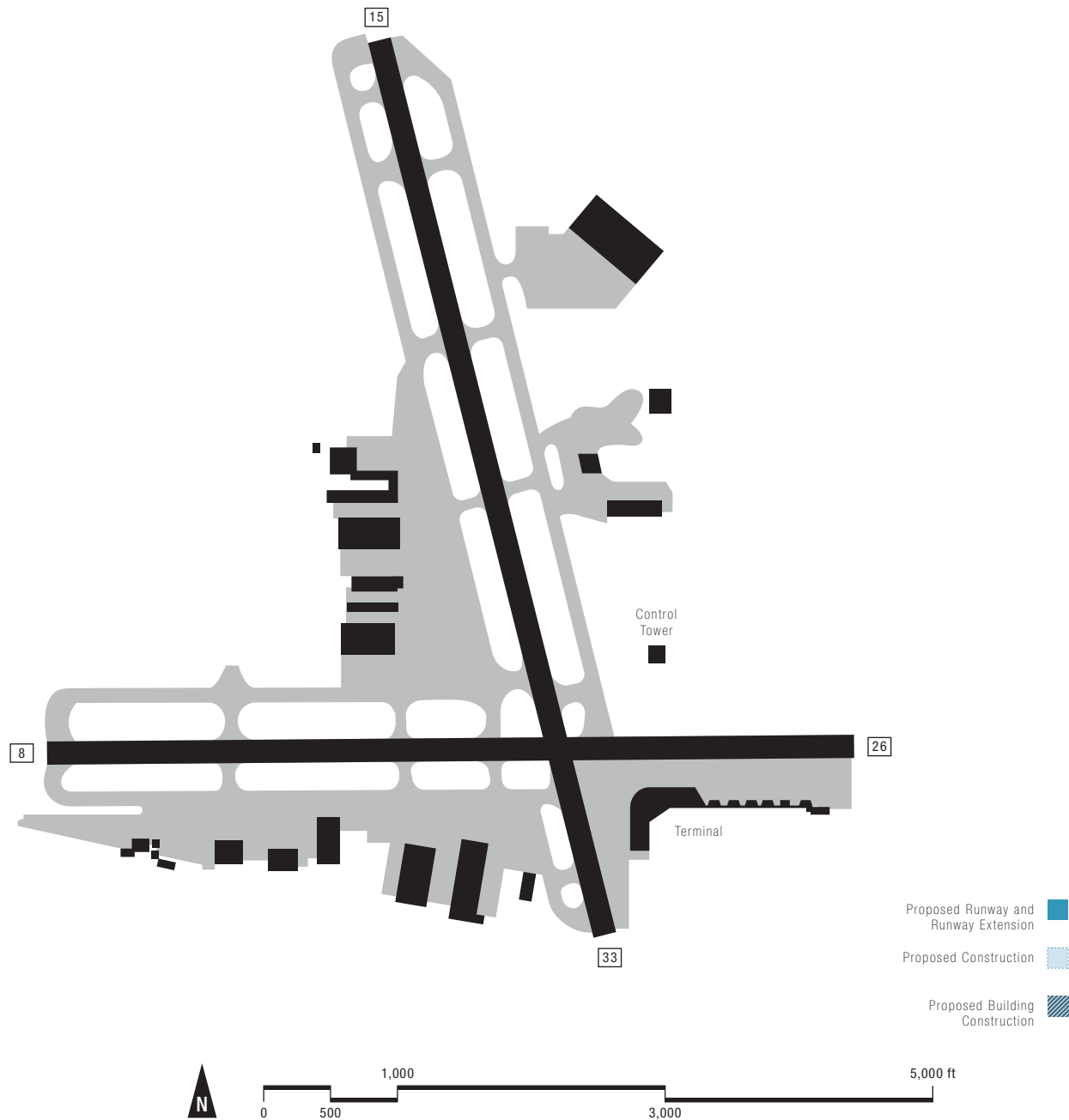
BUF – Buffalo Niagara International Airport



Construction of an extension to Runway 14/32 is planned. Estimated cost of construction is \$4.9 million and it is expected to be completed in 2005.



BUR – Burbank-Glendale-Pasadena Airport

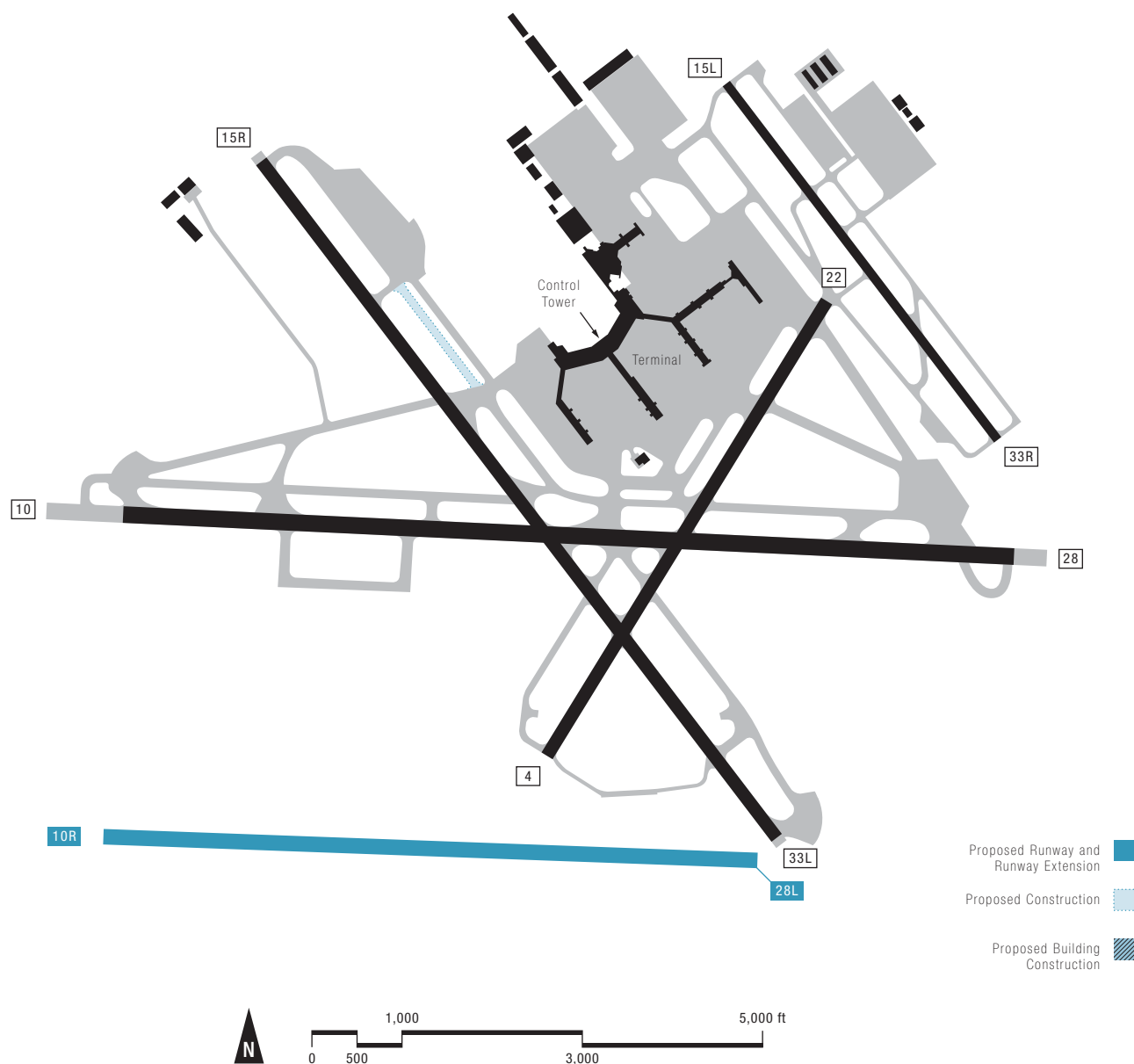
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.






CA	61	 (M)	Enplanements			 (K)	Operations		
			2,380,531	2,250,685	2,305,747		160,730	159,705	161,912
		2.4							
		2.2	CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

BWI – Baltimore-Washington International Airport

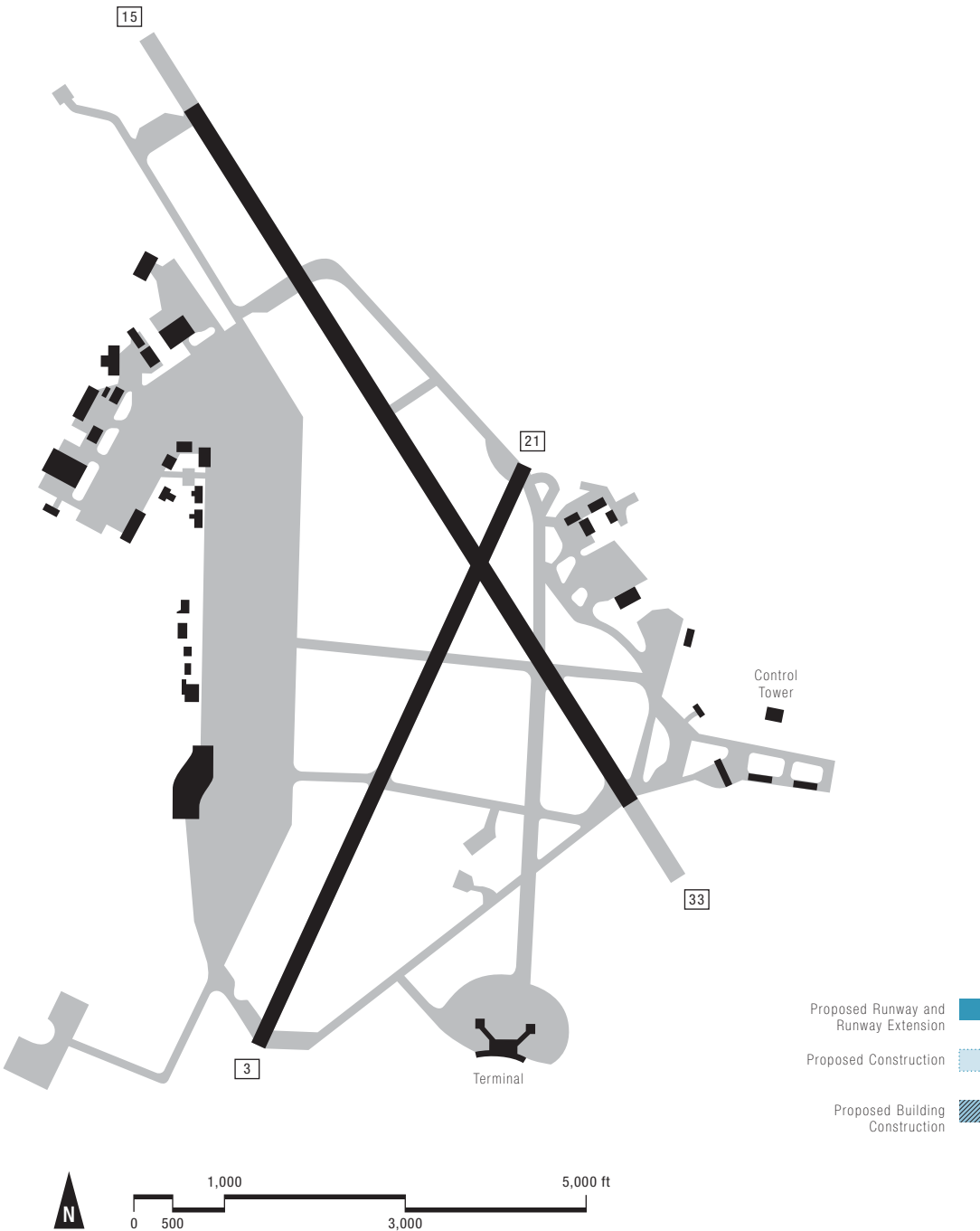
Various capacity improvements are currently under consideration by the Baltimore/Washington International Airport (BWI) Capacity Task Force. The BWI Capacity Enhancement Plan (CEP) is projected for release in 2003. The CEP will detail several viable proposed capacity improvements and runway alternatives, and identify the anticipated date of project(s) construction.






MD		24	 (M)	Enplanements			 (K)	Operations				
				12	9,675,681	10,098,665		9,367,499	340	315,348	323,771	305,013
				9					310			
				CY 00	CY 01	CY 02		CY 00	CY 01	CY 02		

CHS – Charleston International Airport

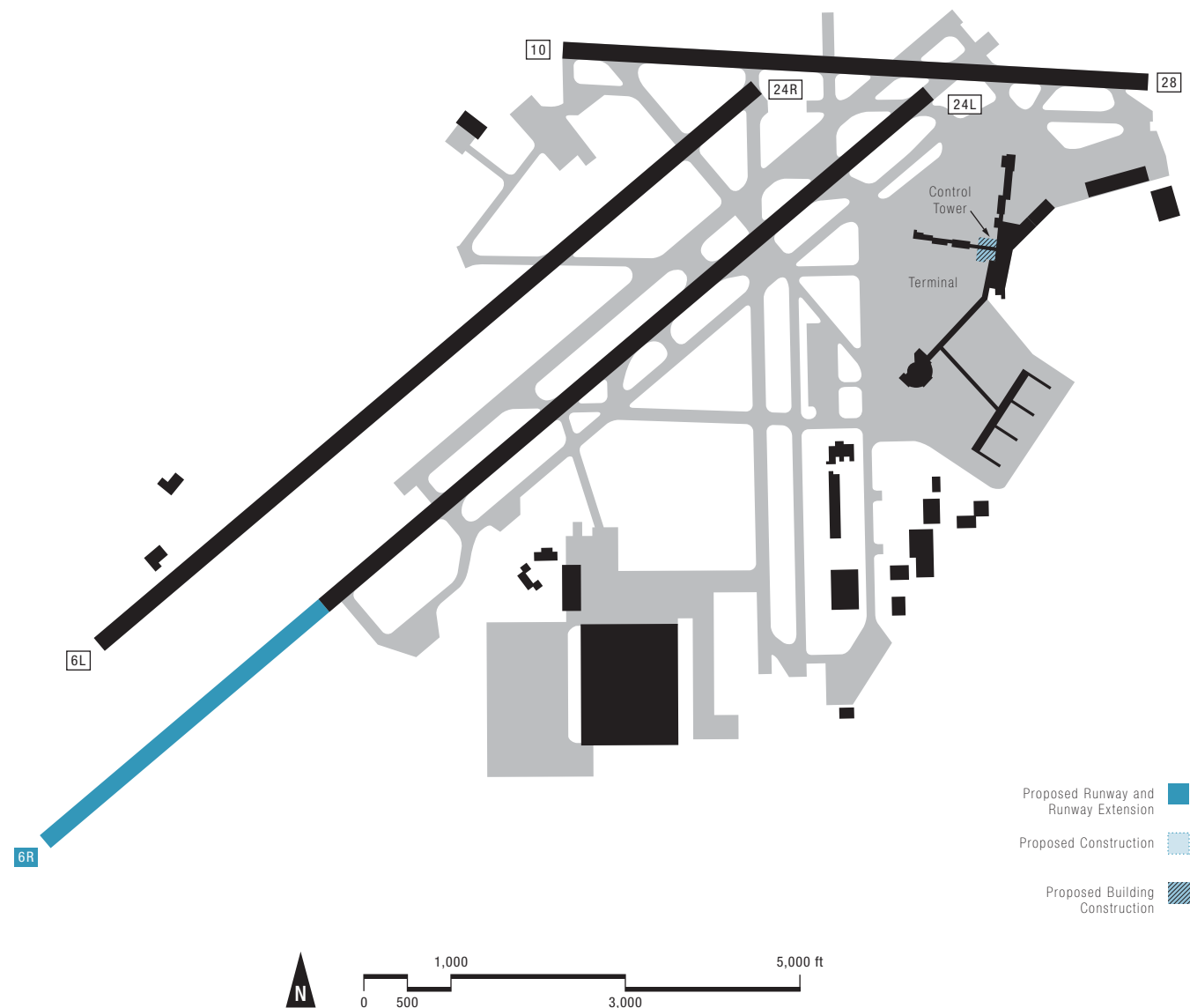
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.






SC		90	 (M)	Enplanements			 (K)	Operations		
				843,787	786,326	788,811		136,129	125,499	123,499
				0.9				140		
				0.8				120		
				CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

CLE – Cleveland Hopkins International Airport

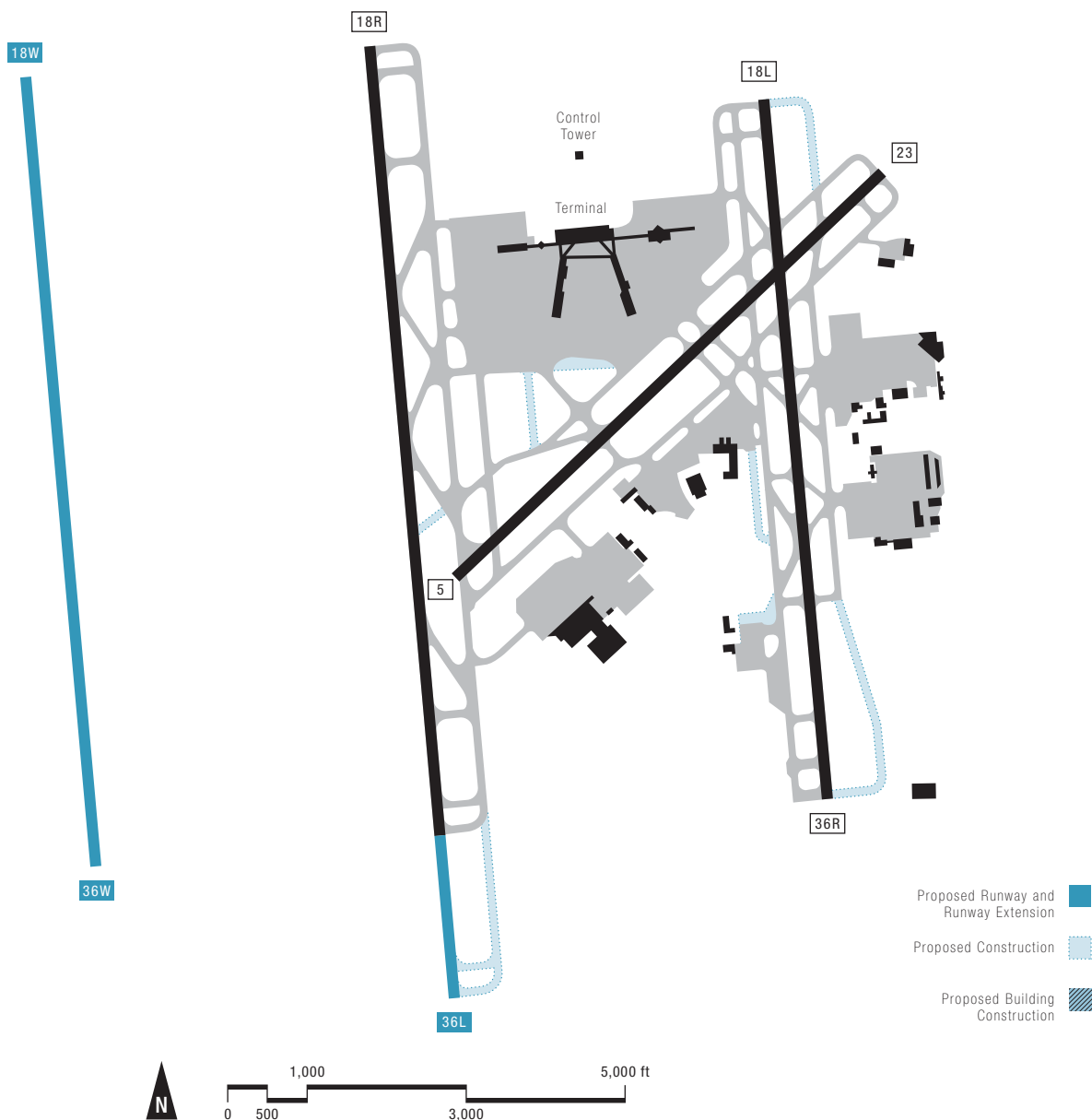
Phase II, completing construction to 9,000 ft., is awaiting relocation of existing NASA facilities now in progress and is scheduled to be operational in November 2004. The cost of Phase I and II is \$129 million. Also planned is the conversion of existing 6L/24R into a parallel taxiway at a cost of \$3 million, scheduled for completion 2005. Future projects include an extension of existing Runway 6R/24L from 9,000 ft. to 11,250 ft., at an estimated cost of \$40 million. The schedule is pending, based upon available funding. Runway 18/36 has been decommissioned and construction on the North end of the terminal is complete.






OH		38		Enplanements				Operations				
				6.4	6,269,516	5,633,495		5,146,975	340	331,899	291,714	262,108
				5.3					280			
					CY 00	CY 01		CY 02		CY 00	CY 01	CY 02

CLT – Charlotte/Douglas International Airport

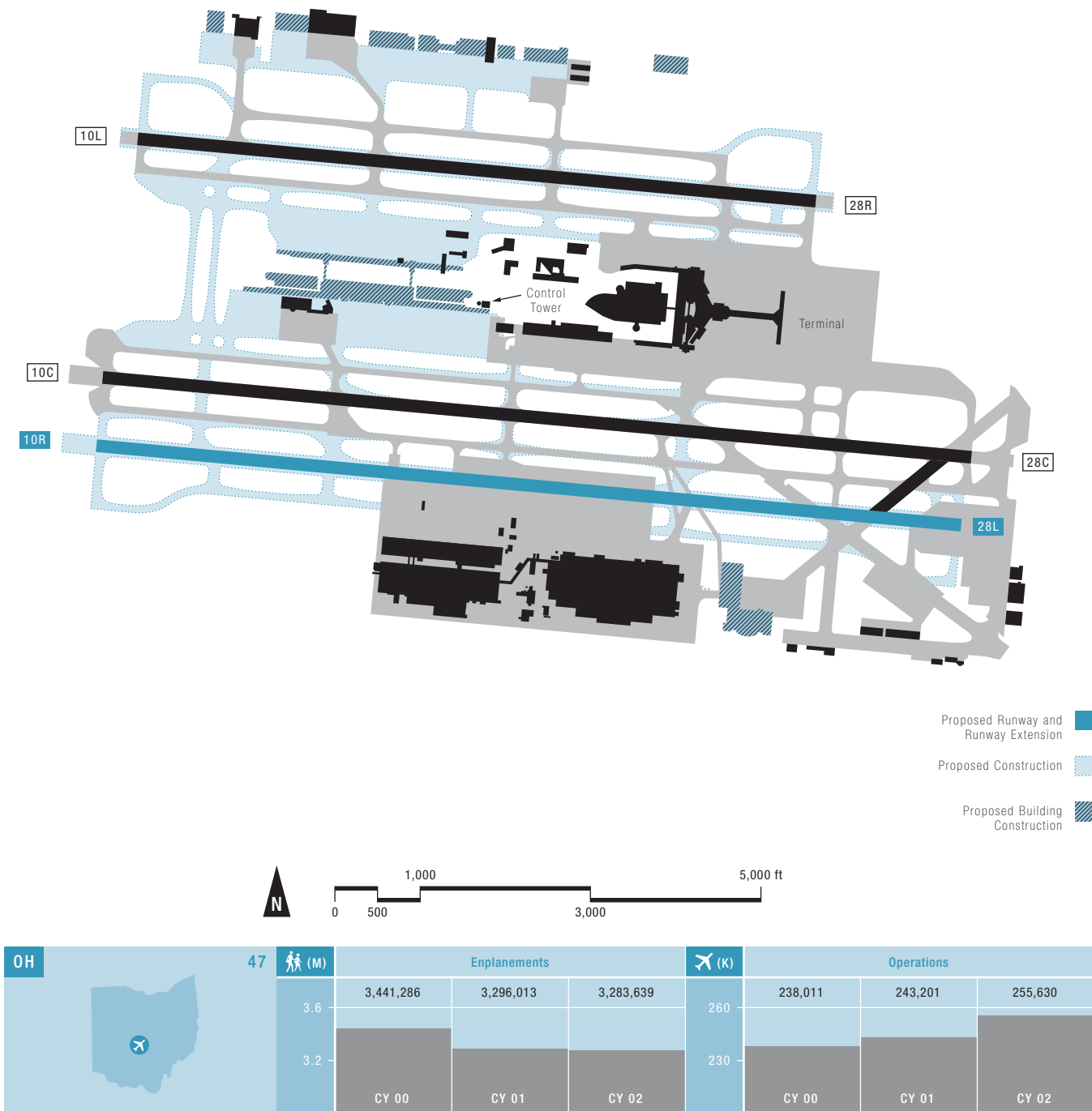
A third parallel 9,000-ft. Runway 18W/36W, 3,700 ft. west of Runway 18R/36L, is being planned. It would permit triple dependent IFR approaches. Land acquisition is ongoing. Construction is expected to start in mid-2002 and be completed by late-2005, at an estimated cost of \$187 million. A 2,000-ft. extension of Runway 18R/36L is also planned. The estimated cost is \$22 million, and it is expected to be operational beyond 2006. The extension is primarily for departures.



NC		19		Enplanements				Operations				
				12	11,469,282	11,548,952		11,743,157	480	460,370	471,155	459,488
				11					440			
					CY 00	CY 01		CY 02		CY 00	CY 01	CY 02

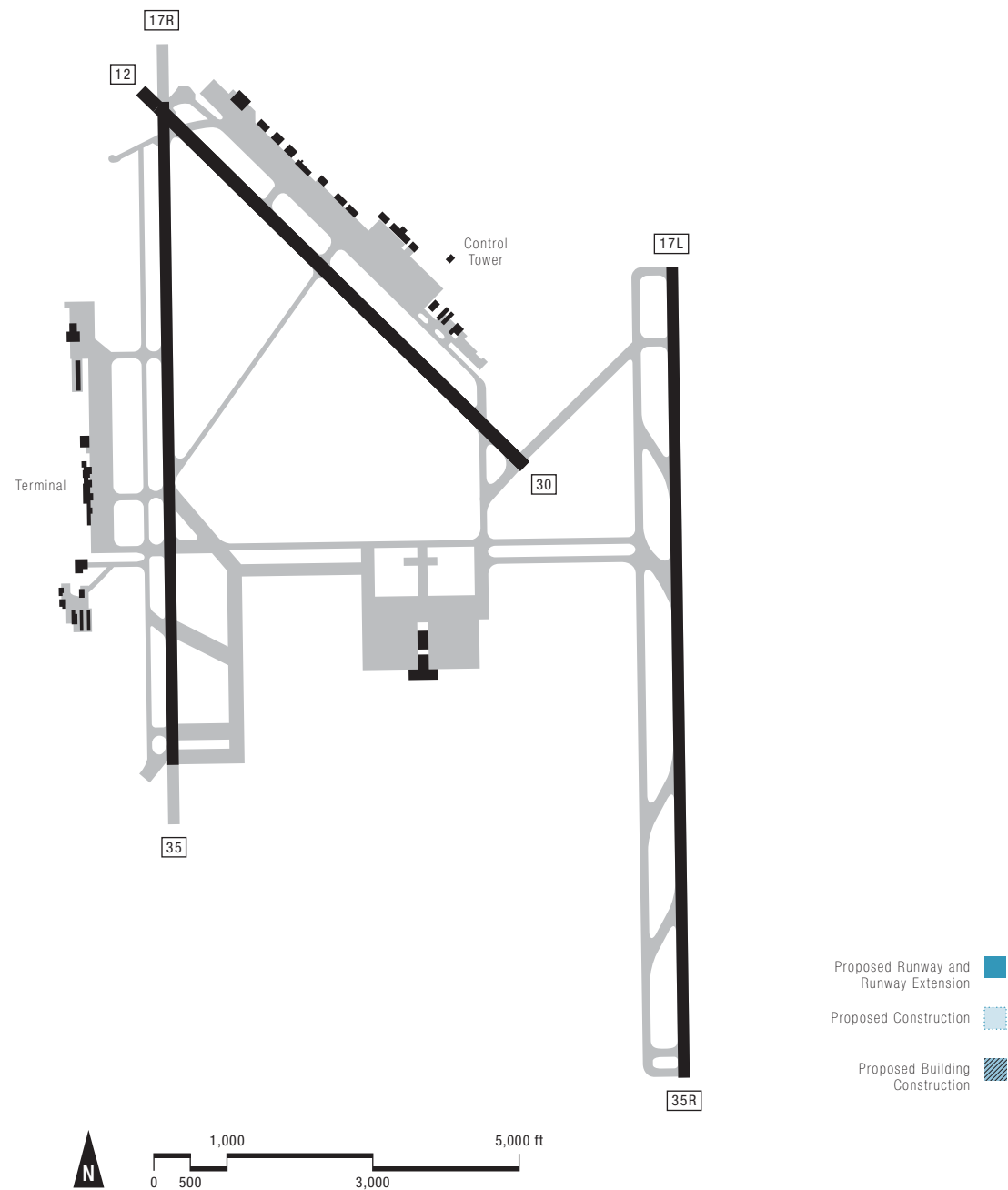
CMH – Port Columbus International Airport




The Airport Layout Plan illustrates a third parallel Future Runway 10R/28L, constructed 800 ft. south of the existing Runway 10R/28L. (Existing Runway 10R/28L will become Runway 10C/28C upon completion of construction of the third parallel Future Runway 10R/28L.) The new runway will be 10,125 ft. in length and 150 ft. in width, with two high-speed exits, a 90-degree exit at the center and a 90-degree bypass taxiway at each end. This would provide a 3,600-ft. separation between the proposed Runway 10R/28L and the existing Runway 10L/28R. With the installation of the Precision Runway Monitor (PRM), the existing Runway 10L/28R and the proposed Runway 10R/28L could be used for arrival traffic. Runway 10C/28C would be used as the departure runway. The expected operational date is 2020, and no project cost estimates are available.



COS – Colorado Springs Municipal Airport

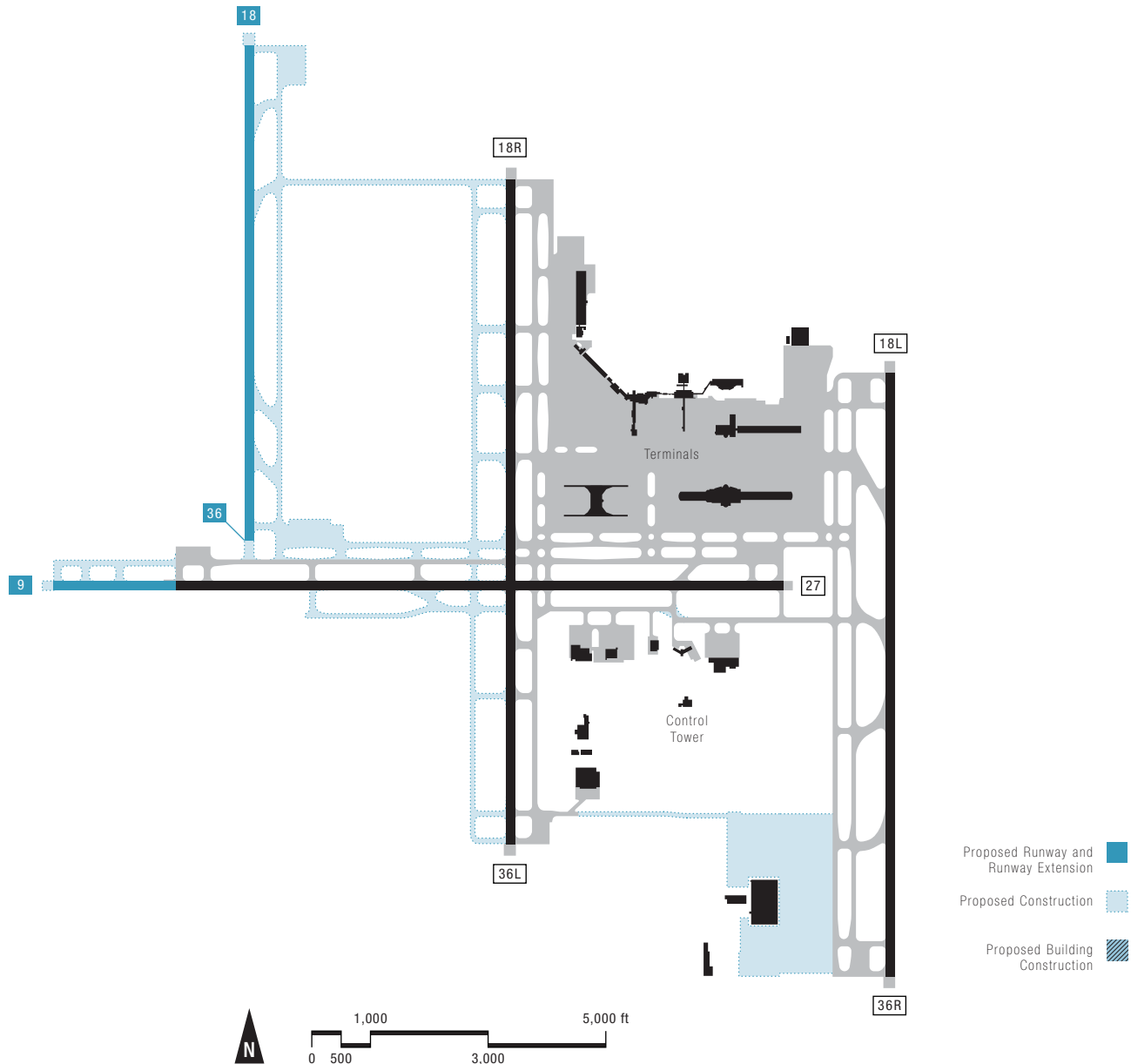
Runway 17R/35L began reconstruction March 2002 with completion scheduled for November 2002.



CO		84	 (M)	Enplanements			 (K)	Operations			
				1,205,552	1,050,344	1,038,027		240	220,739	206,221	218,166
			</								

CVG – Greater Cincinnati International Airport

A new 8,000 ft. third parallel Runway 18R/36L is planned to be located 4,300 ft. west of the existing Runway 18R/36L (to be renamed 17/35). The estimated cost is \$233 million. The expected operational date is 2005. The new runway may allow triple independent IFR approaches. A 1,000 ft. extension to Runway 9 is required for the new runway to become operational. However, a 2,000 ft. extension is planned and is expected to be completed in 2005 at an estimated cost of \$18.2 million. The extension would allow departures of aircraft with heavier payloads and/or longer haul-lengths. An EIS is currently underway for both projects.



KY	22	(M)	Enplanements			(K)	Operations		
			11,223,966	8,586,907	10,316,170		477,844	386,388	485,156
			12	9	500		410		
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

DAL – Dallas-Love Field

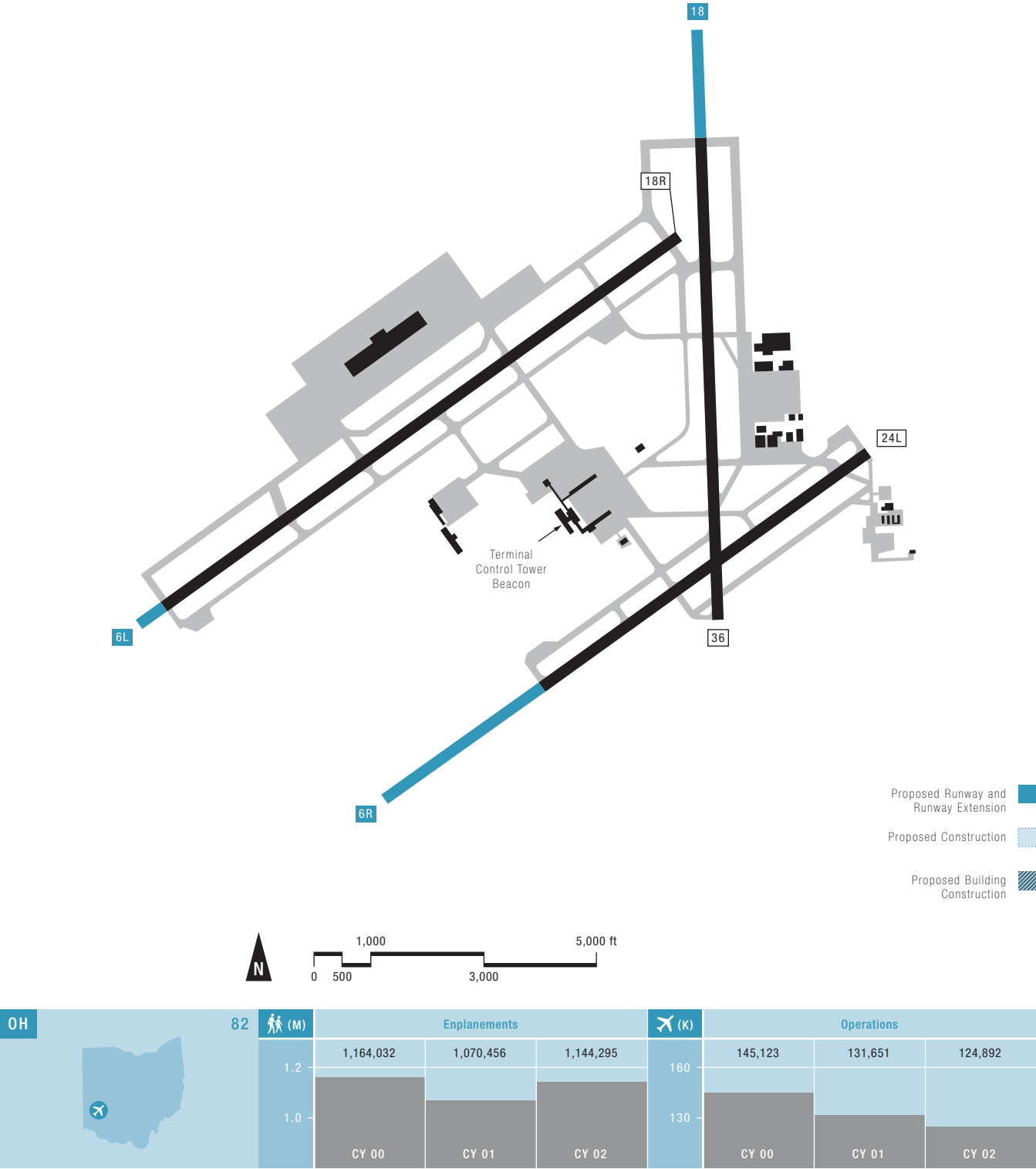
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



TX		53		Enplanements				Operations		
				3,596,052	3,352,083	2,815,907		256,787	243,849	243,910
				3.8				260		
				2.9				240		
				CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

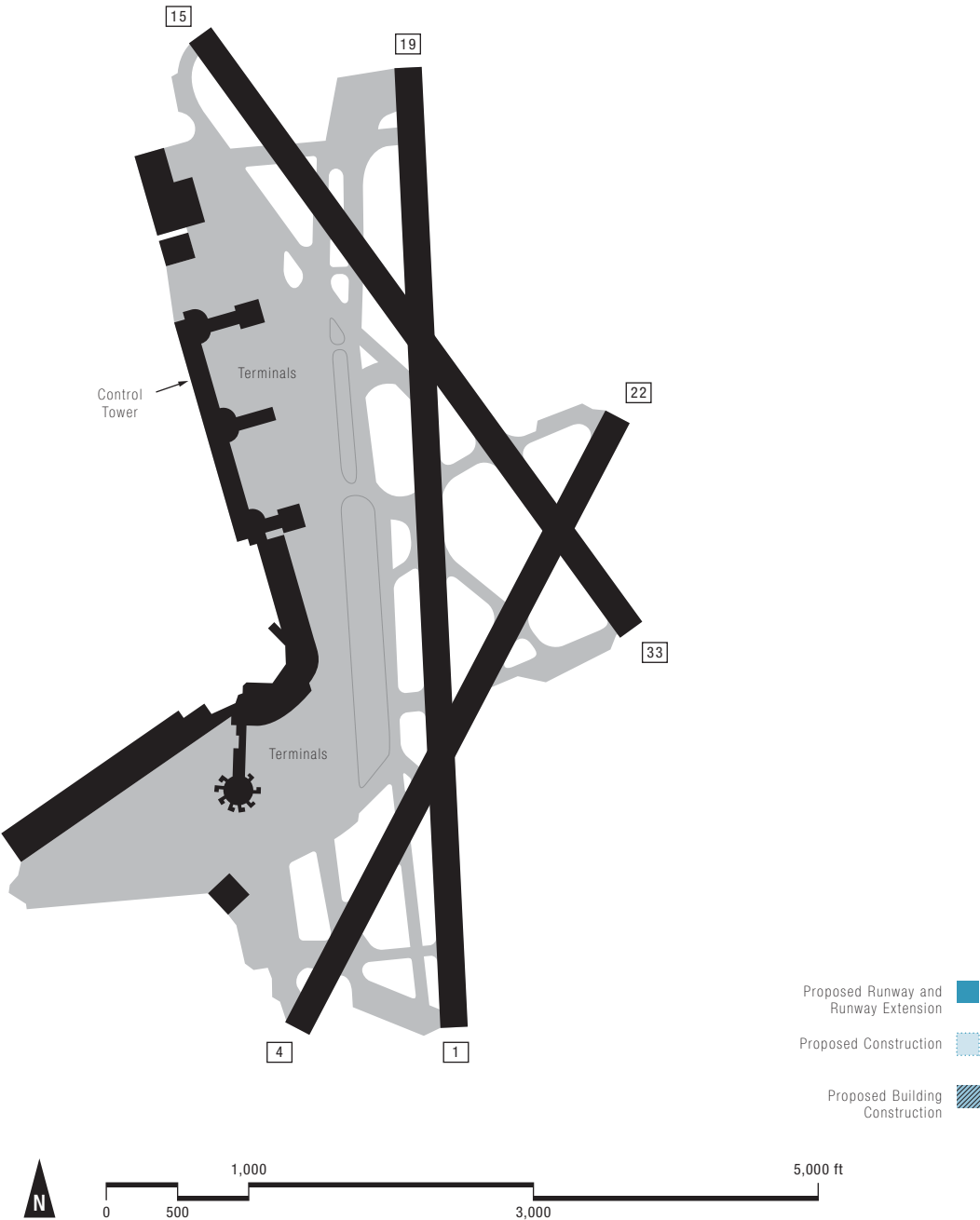
DAY – Dayton International Airport



Future plan revisions under consideration are: a northerly shift of Runway 18/36 including an extension to Runway 18 end to provide a total length of 9,500 ft.; and an additional extension to Runway 6R end to provide a total length of 11,000 ft. Currently these projects are under Airspace review and an EIS study is underway.



DCA – Ronald Reagan National Airport

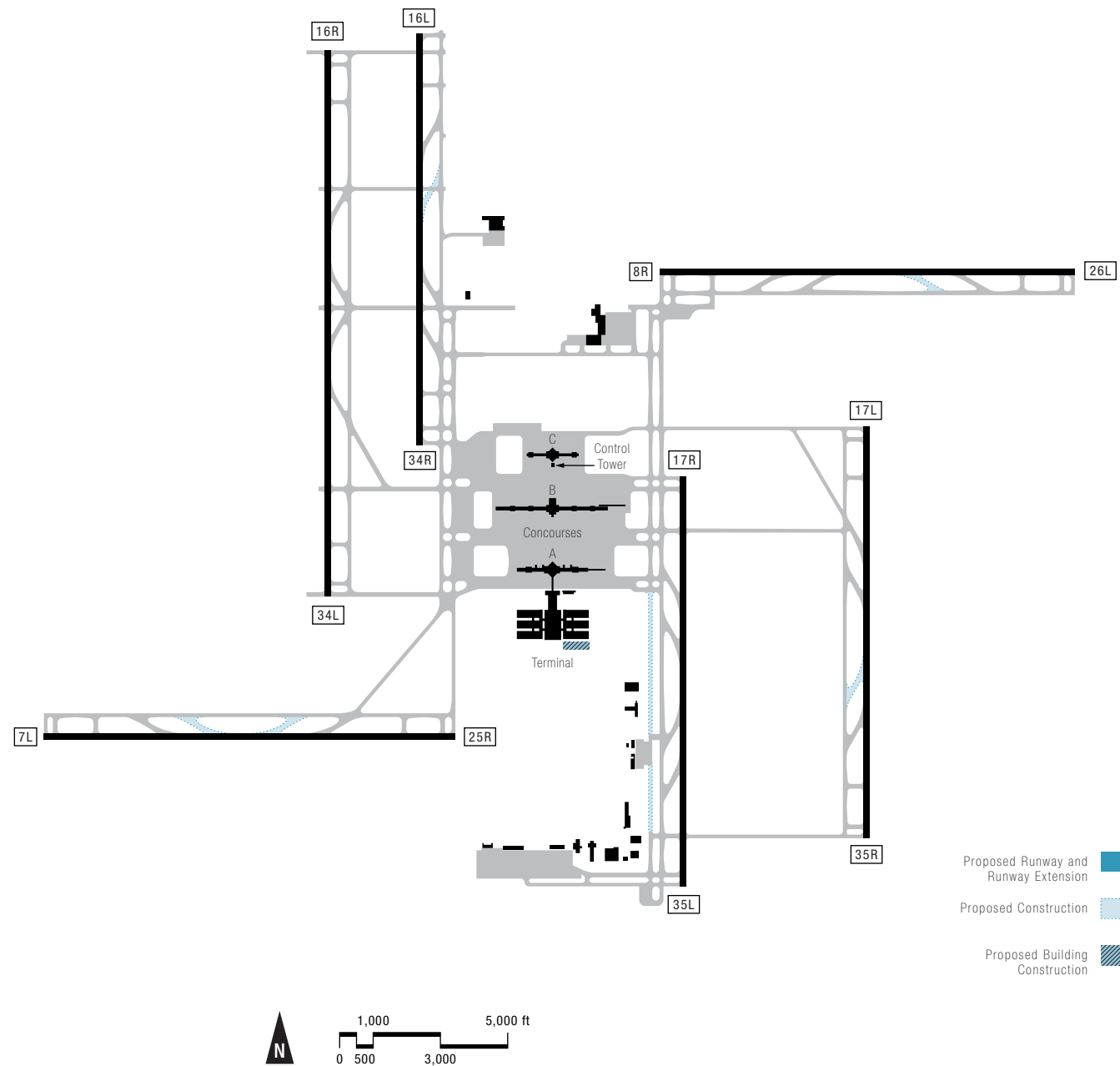
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





VA	32	 (M)	Enplanements			 (K)	Operations		
			7,517,811	6,267,395	6,172,065		342,790	270,145	216,753
			8				360		
		6				260			
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

DEN – Denver International Airport

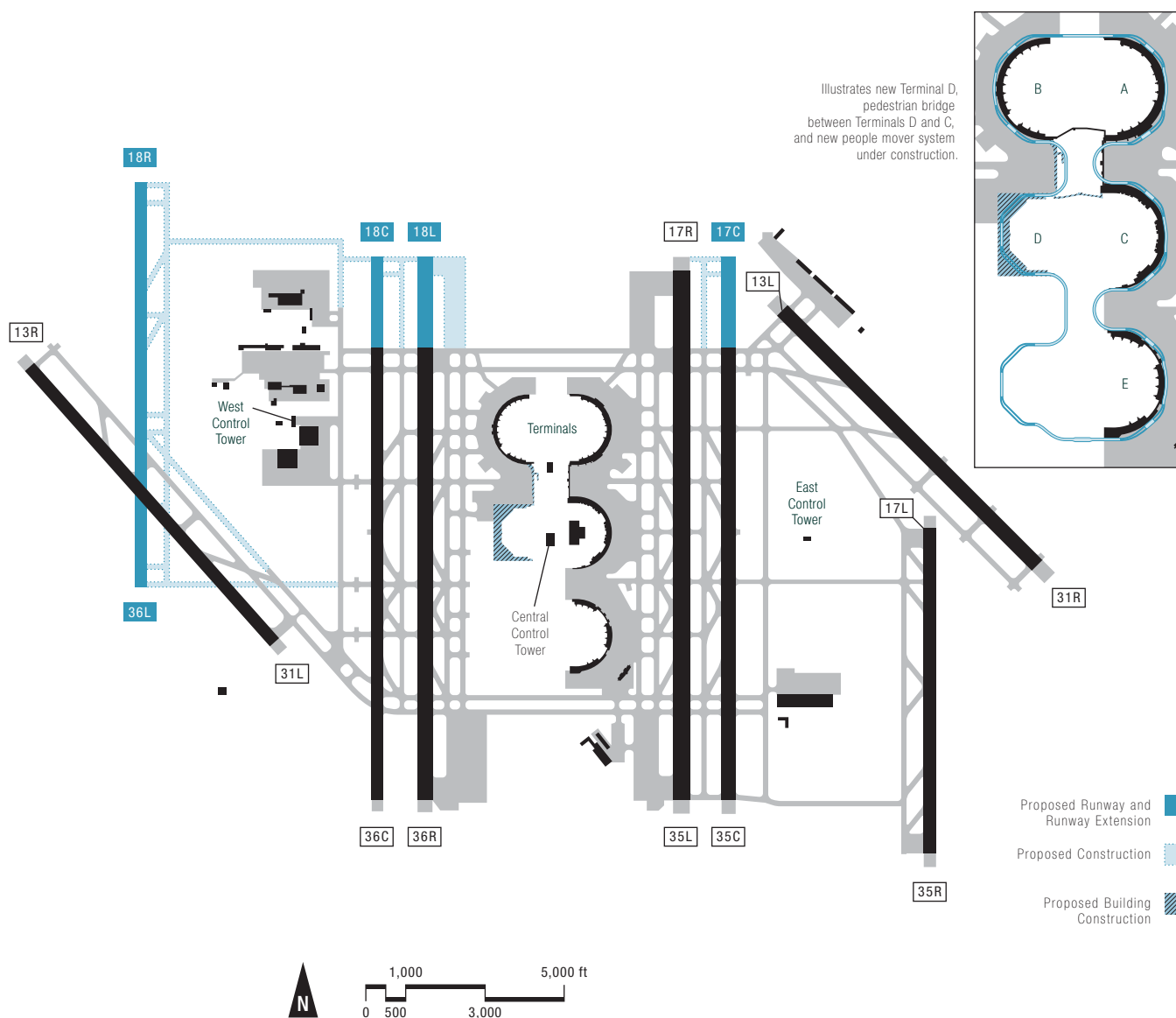
Runway 16R/34L, which is 16,000 feet, was completed in fall of 2003 at a cost of \$170.3 million. Other airfield improvements anticipated to be completed by 2008 include: parallel Taxiway L and high-speed exit Taxiways P5, B5, B6, R5, and F7.



CO	6	 (M)	Enplanements			 (K)	Operations		
			18,382,940	17,178,872	16,943,564		528,604	507,826	509,477
			19				540		
		17				510			
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

DFW – Dallas-Fort Worth International Airport

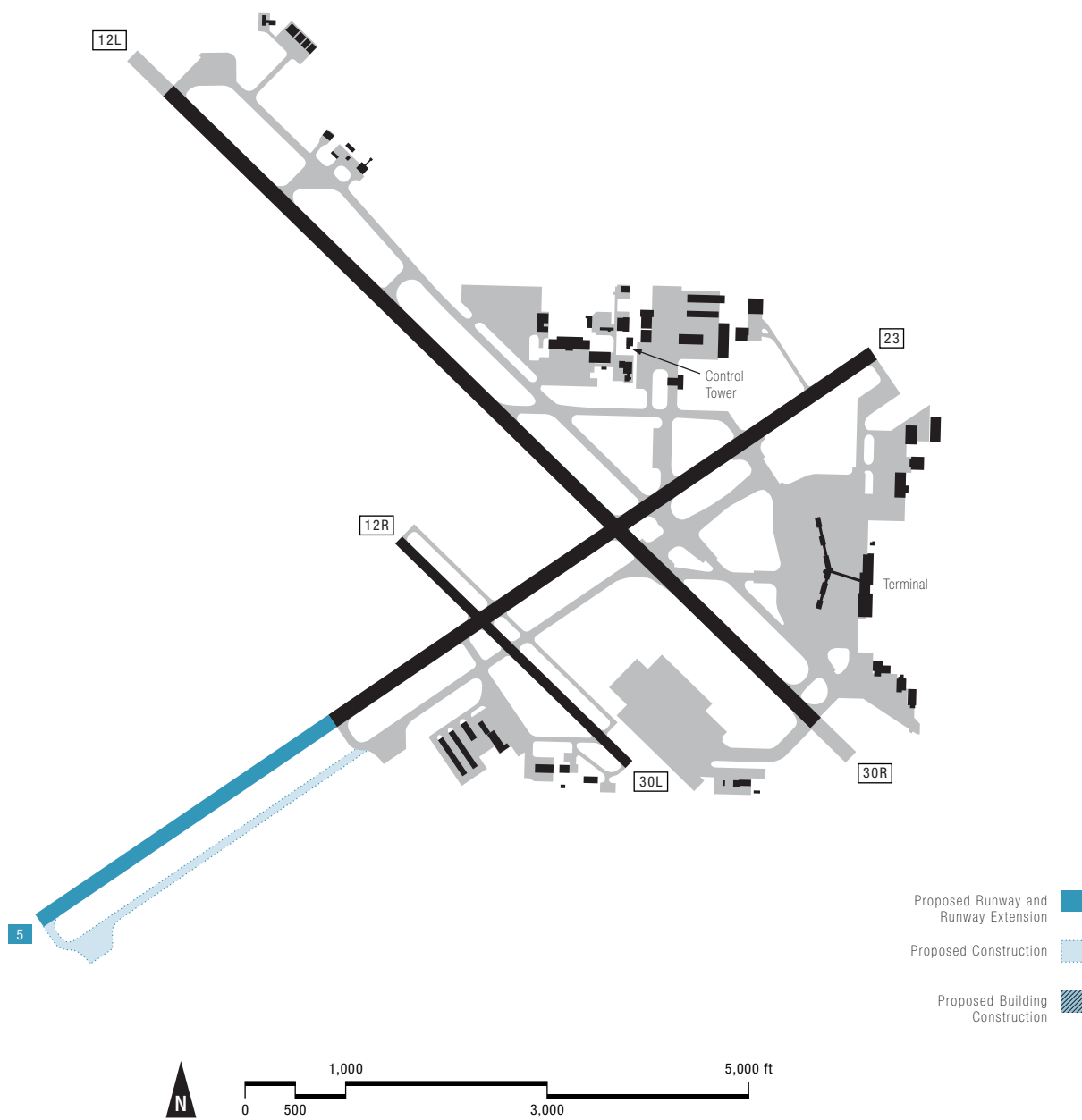
Proposed 2,000-ft. extensions to all of the north/south parallel runways will provide an overall length of 13,400 ft. for each. All extensions are expected to be completed by 2005. The estimated cost of the extensions is \$95 million. A terminal expansion program has recently been completed that added five new jet departure gates to the south side of Terminal 2W; provided baggage and passenger connections to Terminal 2E; and renovated a portion of Terminal 2W. Construction on the new west runway, Runway 18R/36L, will begin when warranted by aviation demand. It could be available as early as 2005 and the estimated cost is \$400 million. It will be located 5,800 ft. west of the existing Runway 18R/36L (to be renamed 18C/36C), and will be used primarily for arrivals. The addition of Runway 18R/36L will allow DFW to accommodate quadruple simultaneous precision instrument approaches.






TX	4	(M)	Enplanements			(K)	Operations		
			28,274,512	25,610,562	24,761,105		865,777	802,587	777,386
		30				880			
		25				790			
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

DSM – Des Moines International Airport

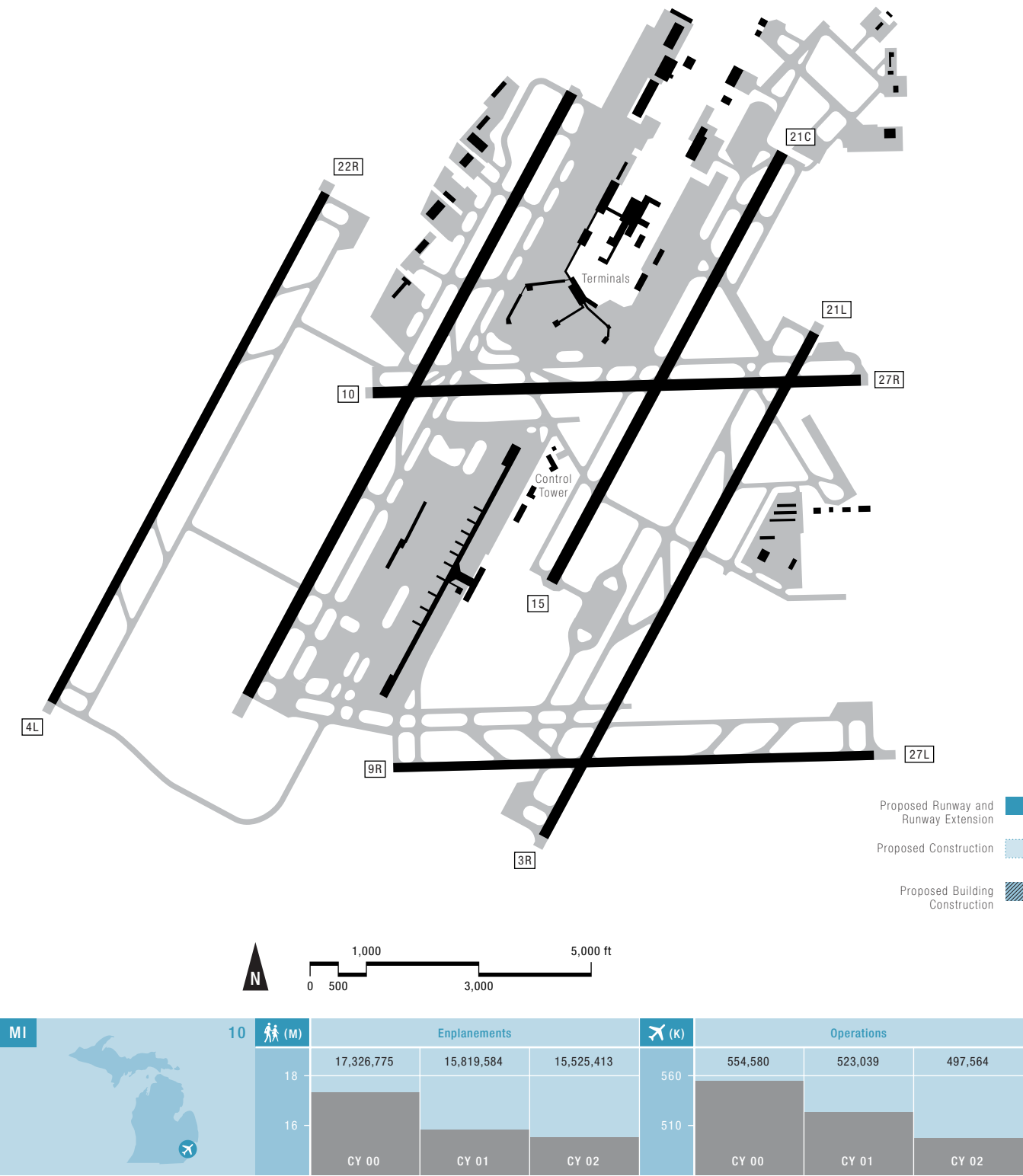
Construction began in 1997 for a southwest extension of Runway 5/23, and was completed in 2001. Cost for construction is estimated at \$31 million, with an additional estimated \$23 million for road relocation.



IA		89	 (M)	Enplanements			 (K)	Operations		
				843,290	789,715	846,301		127,668	118,068	120,515
				0.9				140		
				0.8				120		
				CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

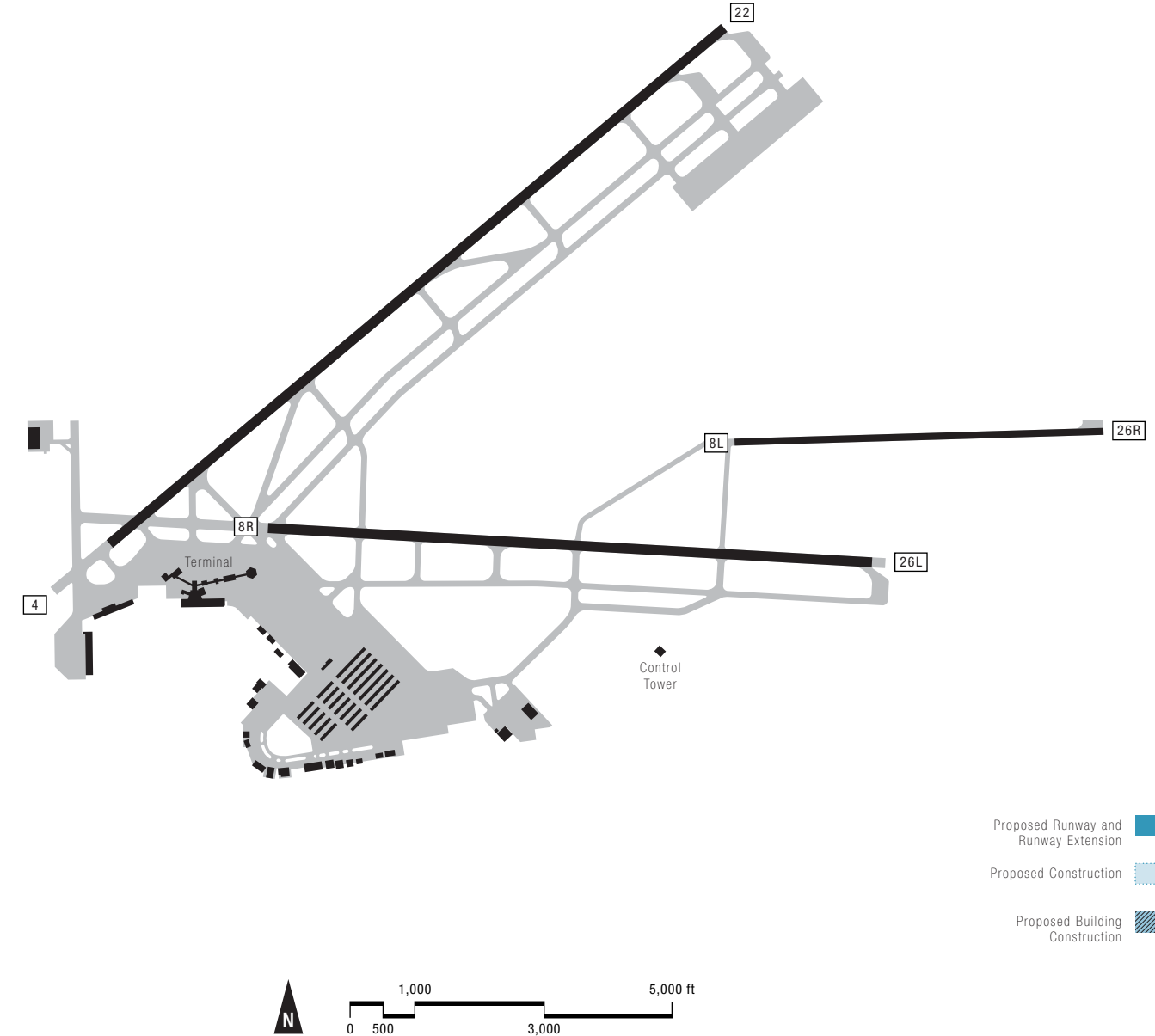
DTW – Detroit Metropolitan Wayne County Airport



A fourth north-south parallel, Runway 4/22 began in 1999 and was completed in 2001. The cost of construction was \$116.5 million. This runway could potentially permit triple IFR arrivals with one dependent and one independent pairing.



ELP – El Paso International Airport

Passenger Facility Charge collection was completed for the 1,000-ft. extension of Runway 22. The estimated cost is \$7 million.






TX	70	 (M)	Enplanements			 (K)	Operations		
			1,678,287	1,544,734	1,452,631		140,618	126,545	122,989
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

EWR – Newark Liberty International Airport

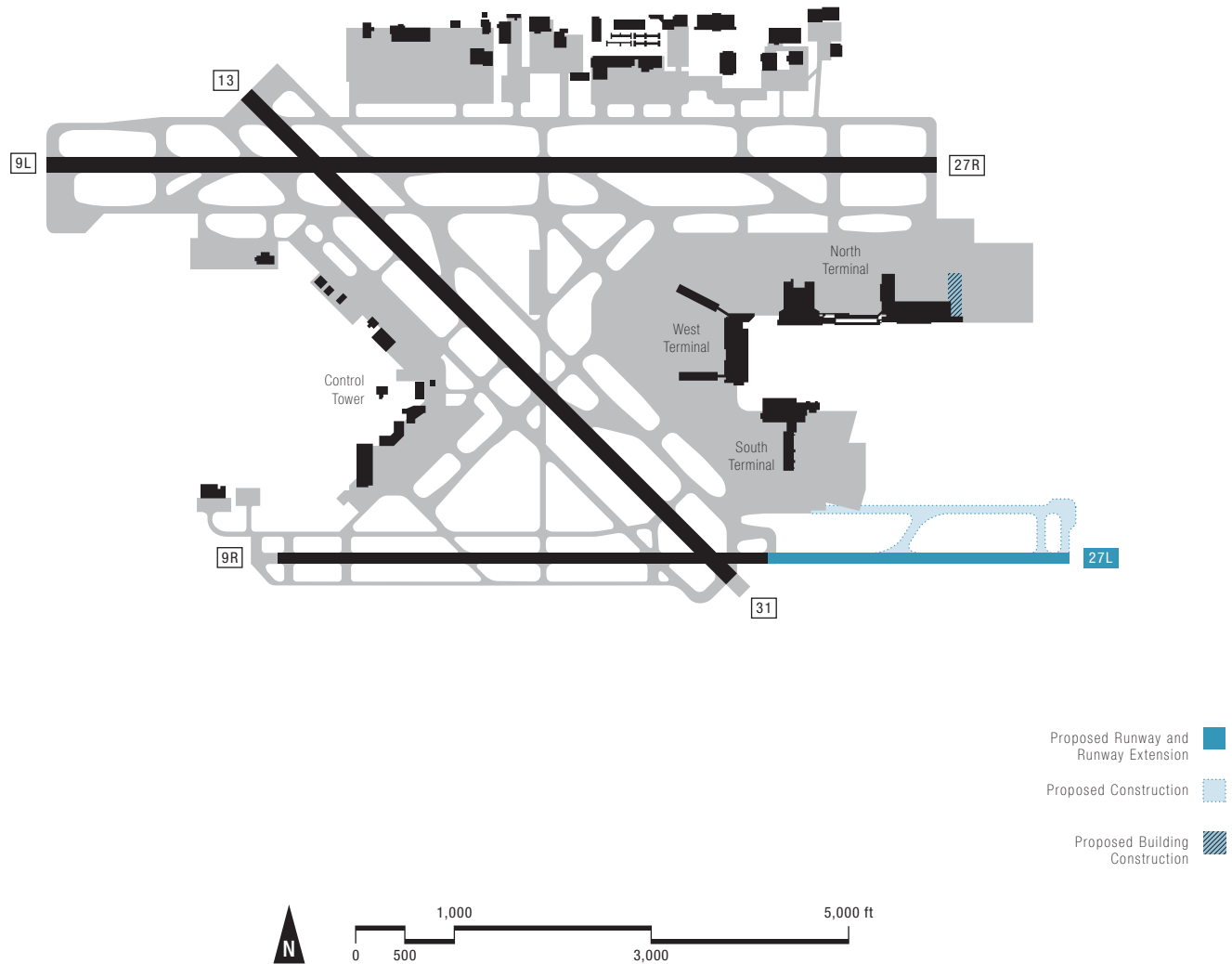
A 2,800-foot extension to Runway 4L/22R (4L extension of 1,000 feet, 22R extension of 1,800 feet) has recently been completed.





NJ		12	 (M)	Enplanements			 (K)	Operations				
				18	17,212,226	15,497,560		14,553,843	460	457,182	445,082	411,239
				15					410			
					CY 00	CY 01		CY 02		CY 00	CY 01	CY 02

FLL – Fort Lauderdale-Hollywood International Airport

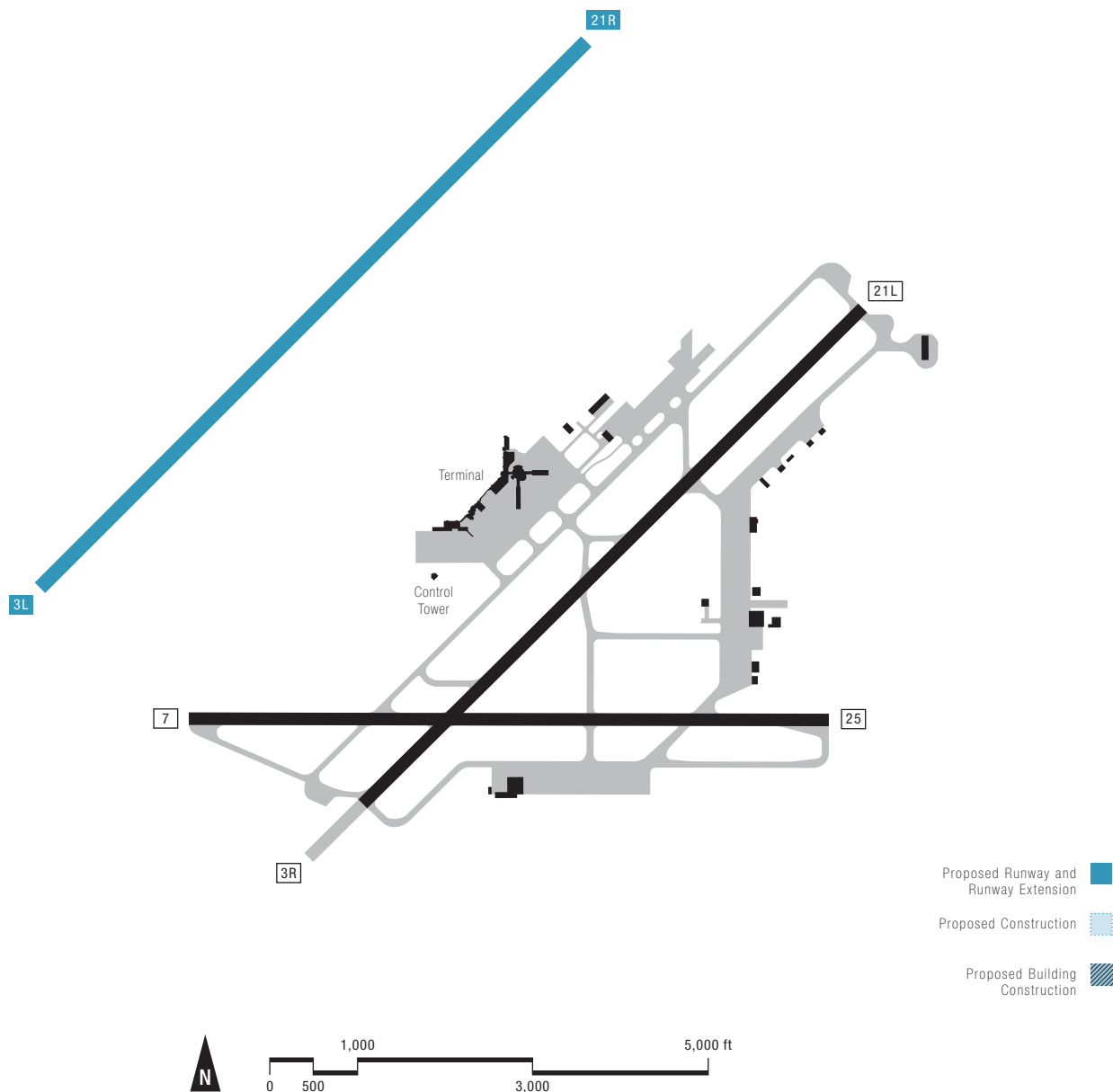
An extension of the short parallel Runway 9R/27L to 9,000 ft. is planned to provide the airport with a second parallel, air carrier runway. Construction is expected to begin in 2003. The estimated cost of construction is \$300 million. The anticipated operational date is 2005. The extended runway would be used for arrivals and departures and would allow dual dependent IFR arrivals of all types of aircraft.




FL	27	 (M)	Enplanements			 (K)	Operations		
			7,817,173	8,015,055	8,266,788		292,462	290,124	280,603
			9				300		
			7				280		
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

GEG – Spokane International Airport

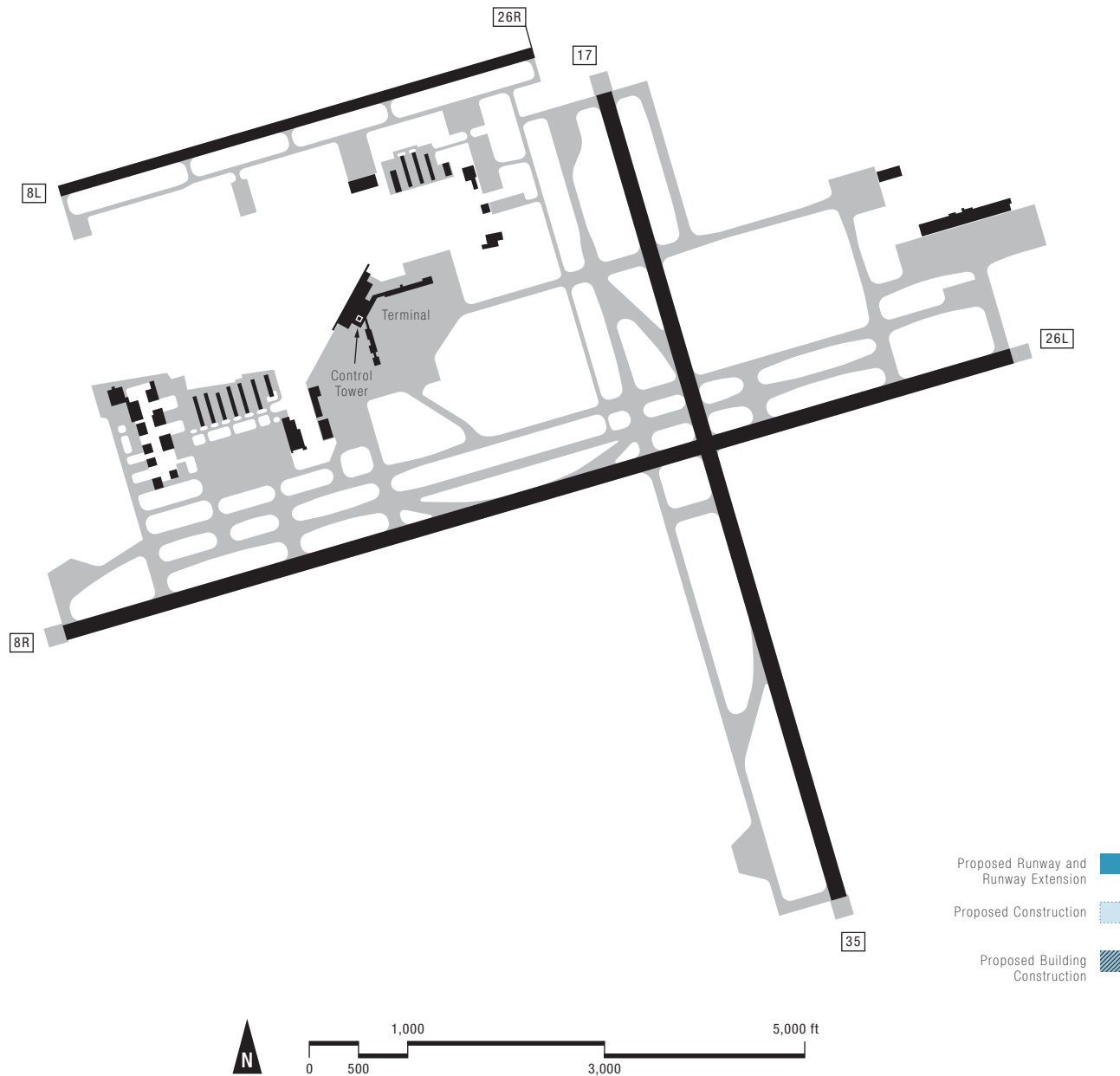
The long-term future plan is to construct a new parallel Runway 3L/21R, 8,800 ft. long and separated from Runway 3R/21L by 4,400 ft. This would enable independent parallel operations, doubling hourly IFR arrival capacity.



WA	76	Enplanements			(K)	Operations		
	1.6	1,534,342	1,423,624	1,354,085	120	117,759	110,314	108,029
	1.4				110			
		CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

GRR – Grand Rapids Gerald R. Ford International

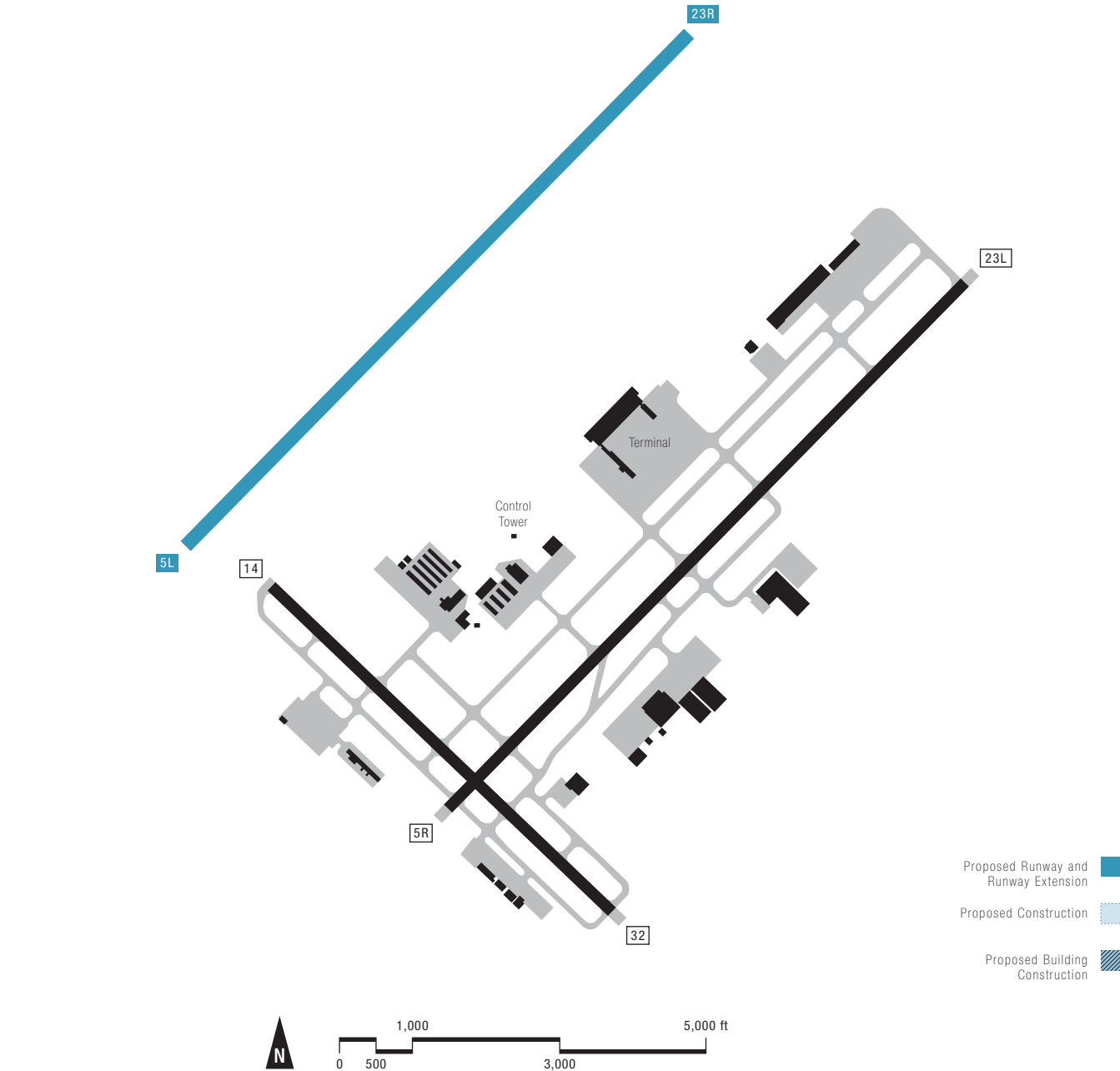
A new 7,000-ft. parallel Runway 8L/26R is planned for future development. The current 8L/26R would be converted into a taxiway at that time. There are no immediate plans to construct Runway 8L/26R. This is a long-term proposal beyond the 20-year planning period and no cost estimates are available.





MI		86		Enplanements				Operations		
				960,640	906,768	960,482		136,465	126,224	125,622
				1.0				140		
				0.9				125		
				CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

GSO – Greensboro Piedmont Triad International Airport

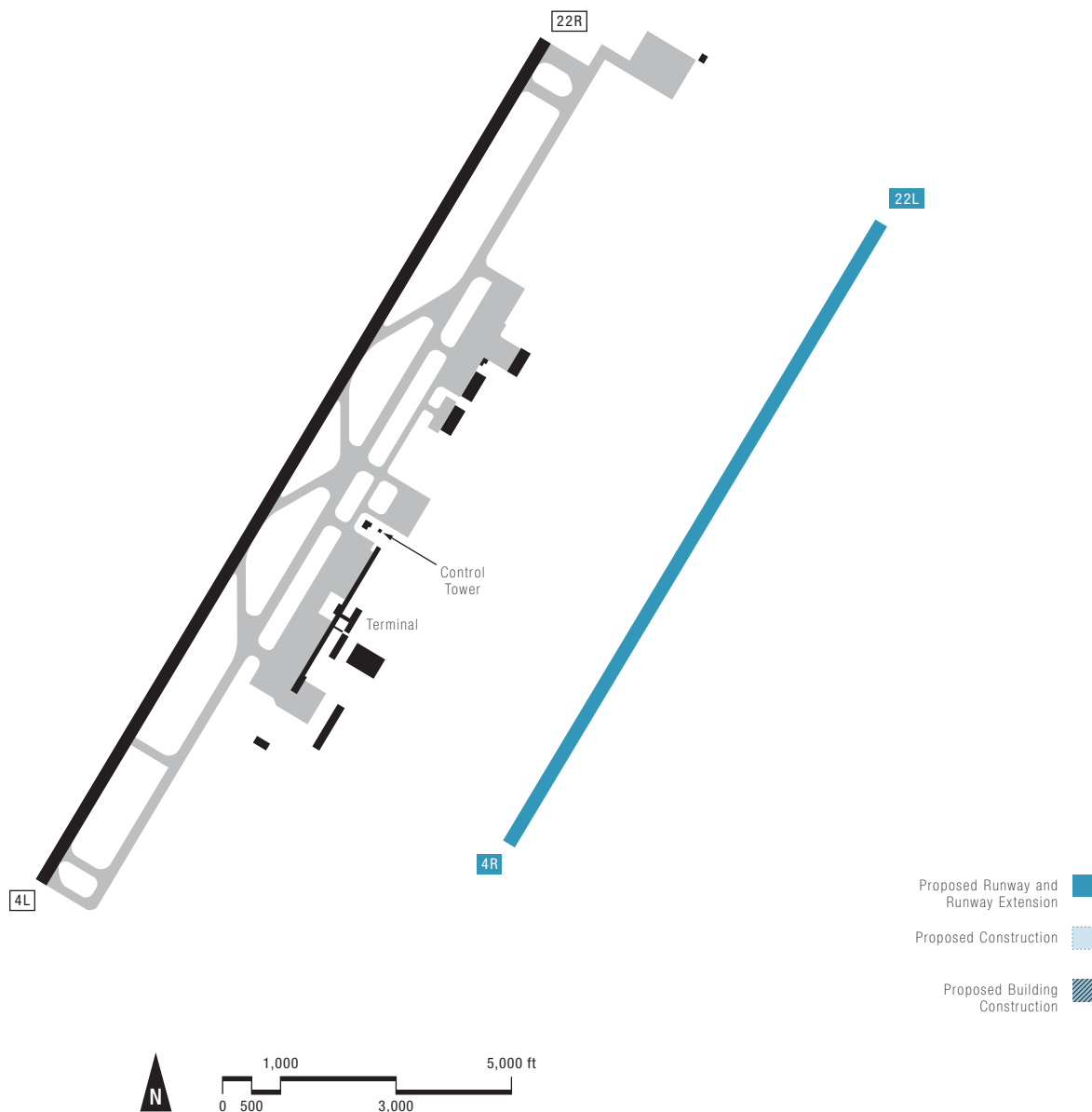
Construction of a new 10,000 ft. parallel Runway 5L/23R, 5,300 ft. north of Runway 5/23, is being planned. An EIS was completed in 2001. It is expected to be operational by 2004. The estimated cost is \$96 million. The new runway would allow dual independent arrivals and departures in all weather conditions.



NC	77	 (M)	Enplanements			 (K)	Operations		
			1,402,168	1,317,519	1,262,124		138,641	133,550	122,342
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

GSP – Greenville-Spartanburg International

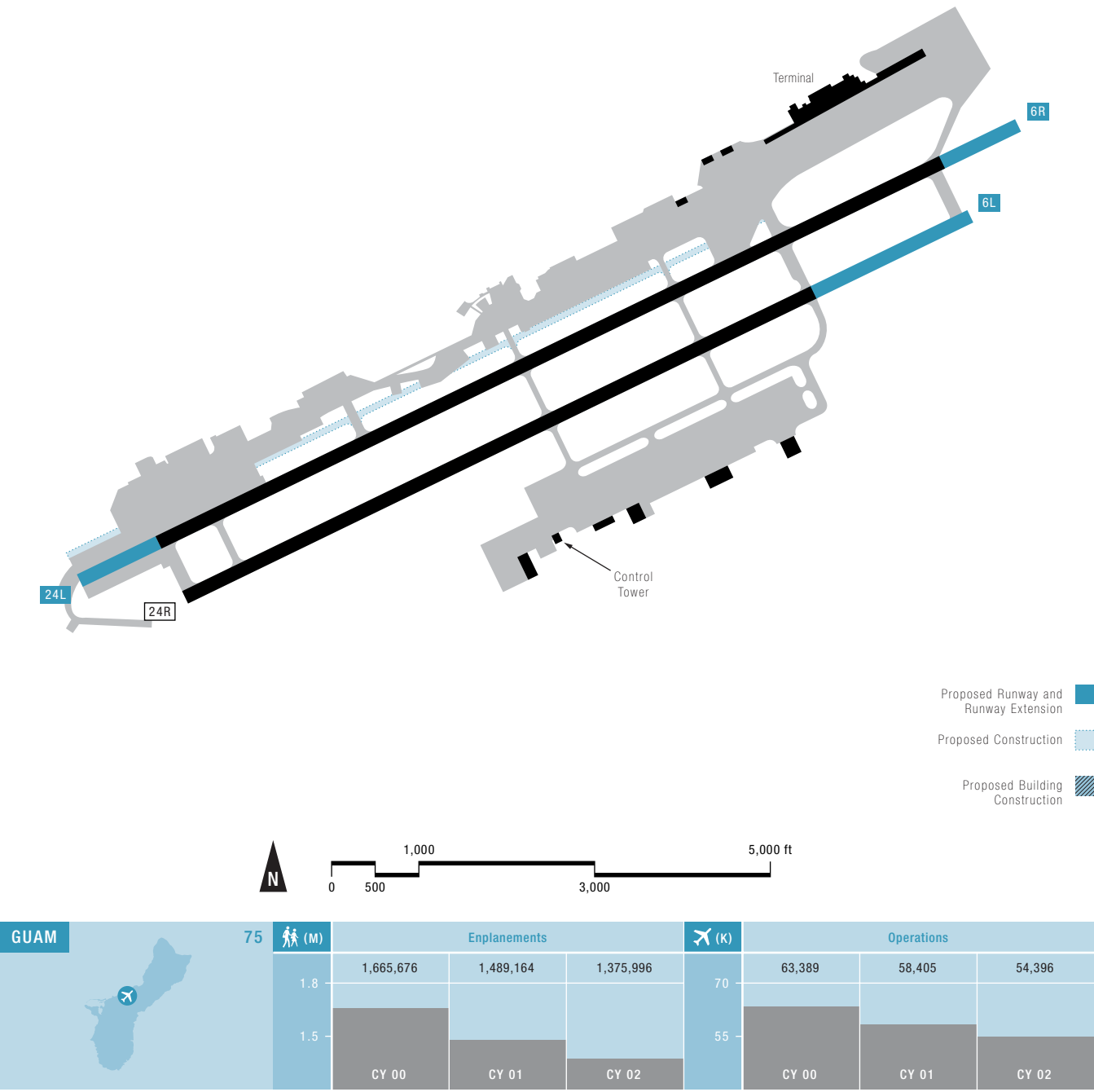
A new 8,200-ft. parallel Runway 3R/21L is anticipated in 2010 at an estimated cost of \$65 million. Presently, it is planned to have a 4,300-ft. separation from Runway 3L/21R. This would allow dual independent IFR arrivals, potentially doubling hourly IFR arrival capacity. Also, an extension of Runway 3L/21R to 11,000 ft. was completed in 1999 at a cost of \$57.6 million. The extension allows departures of aircraft with larger payloads and/or greater haul-lengths.



SC	95	(M)	Enplanements			(K)	Operations		
			788,807	701,606	688,061		70,378	68,201	66,572
			0.8						
			0.7						
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

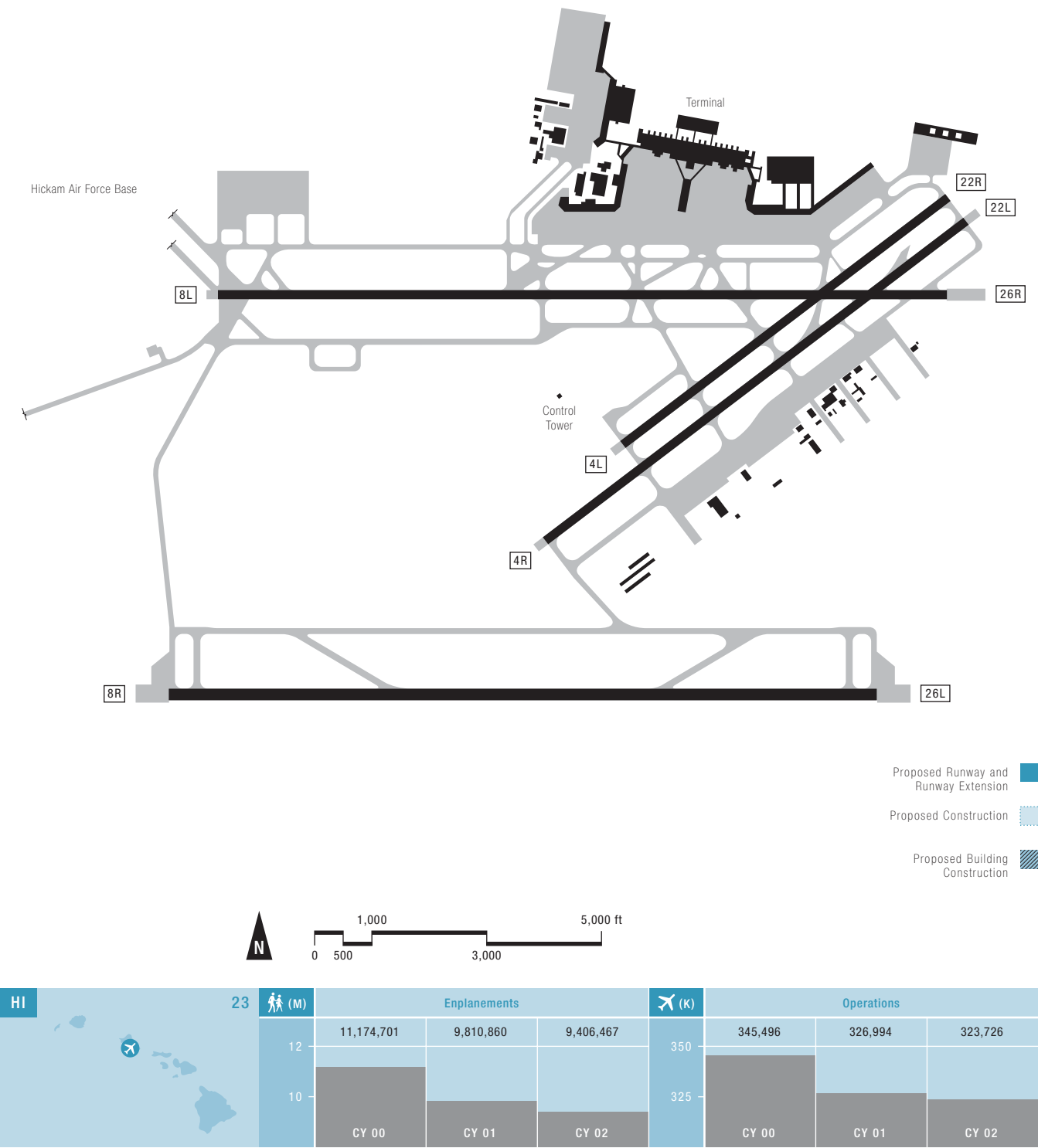
GUM – Guam International Airport

Extensions to both Runway 6L/24R and Runway 6R/24L are proposed. The 2,000 ft. extension to Runway 6L/24R has a proposed operational date of 2004. The 3,000 ft. extension to Runway 6R/24L has a proposed operational date of 2010. Both runway extensions are expected to cost \$30 million each.



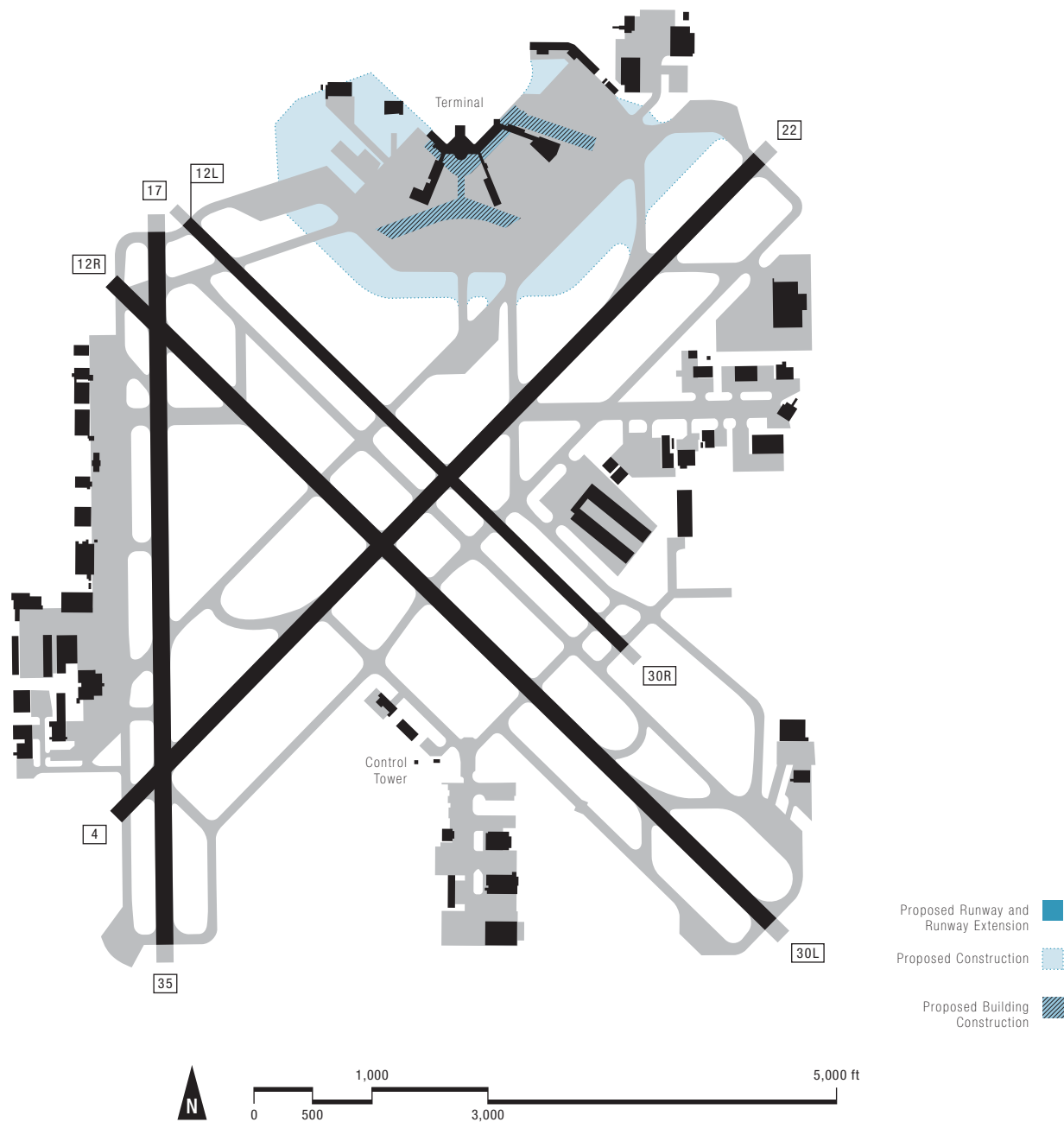
HNL – Honolulu International Airport




There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



HOU – Houston William P. Hobby Airport

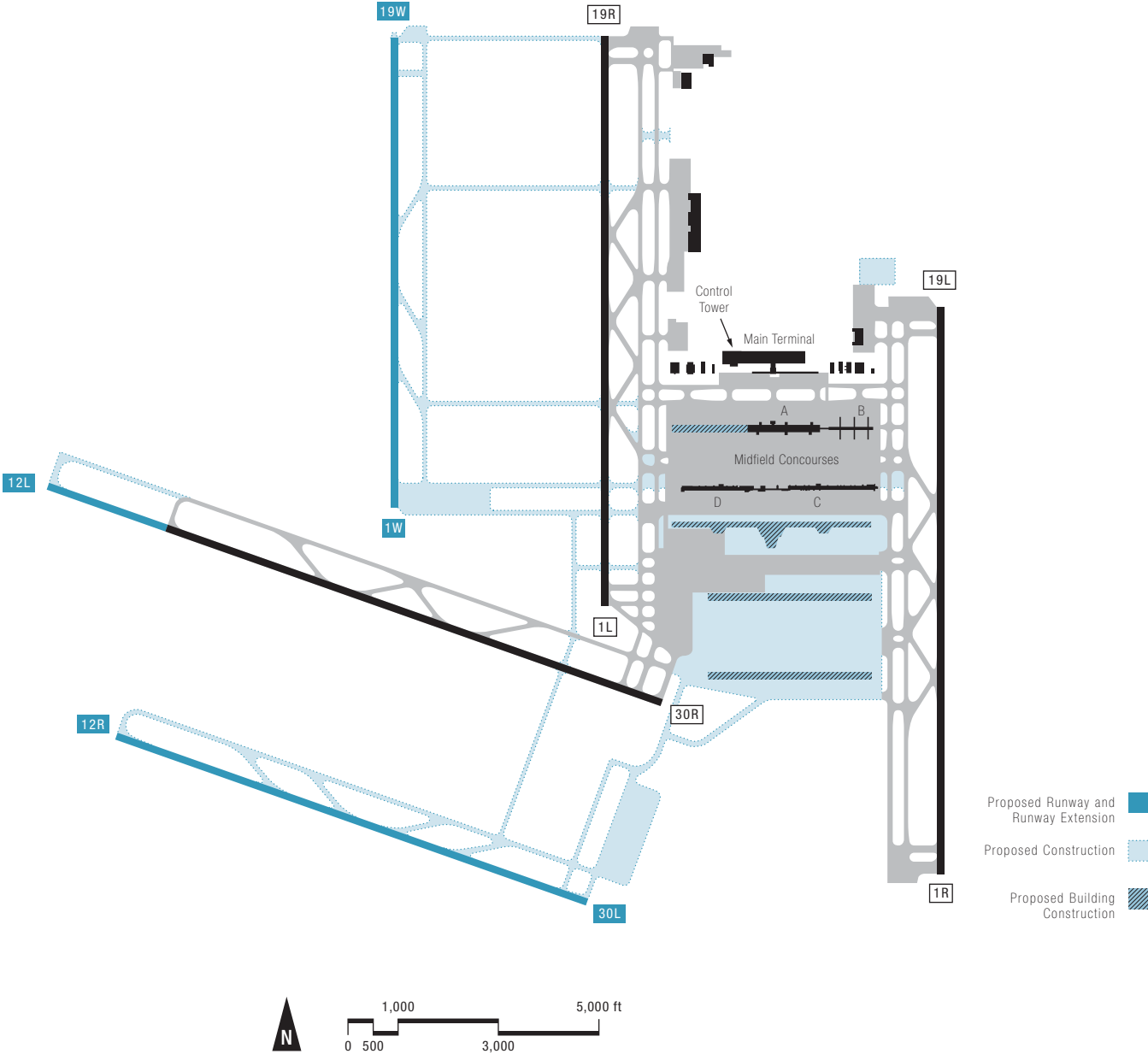
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.






TX		45	 (M)	Enplanements			 (K)	Operations		
				4,354,609	4,128,980	3,819,306		251,391	247,173	247,917
				4.4				255		
				3.7				245		
				CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

IAD – Washington Dulles International Airport

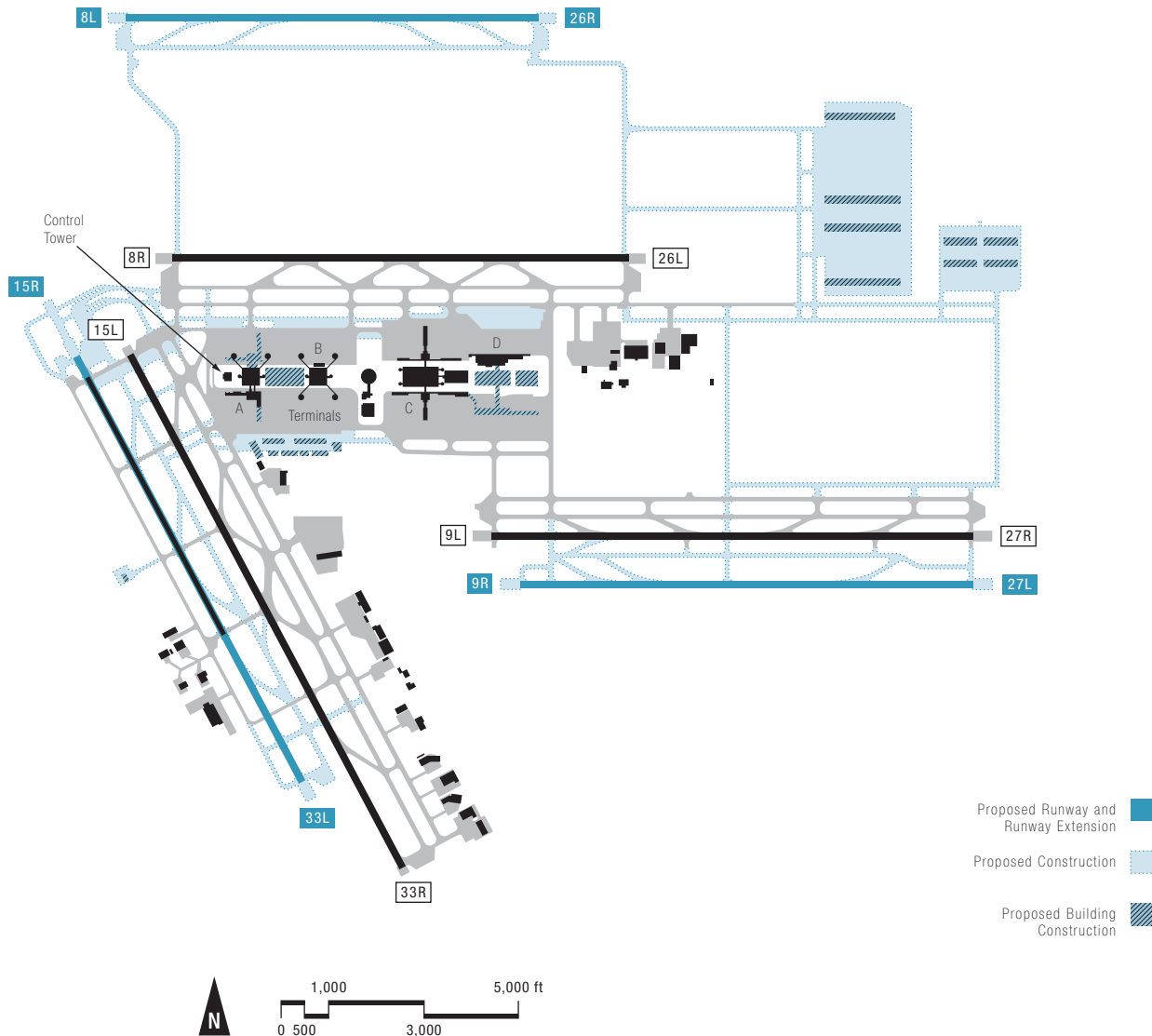
Two new parallel runways are under consideration. A north-south parallel Runway 1W/19W, would be located west of the existing parallels and north of Runway 12/30. This could provide triple independent parallel approaches, if they are approved. A second parallel Runway 12R/30L has been proposed for location southwest of Runway 12/30. The cost to build the two runways is estimated at \$400 million.






VA		29	 (M)	Enplanements			 (K)	Operations		
		10	9,643,275	8,484,112	7,848,911	490	479,931	424,150	392,179	
		8				410				

IAH – George Bush Intercontinental Airport

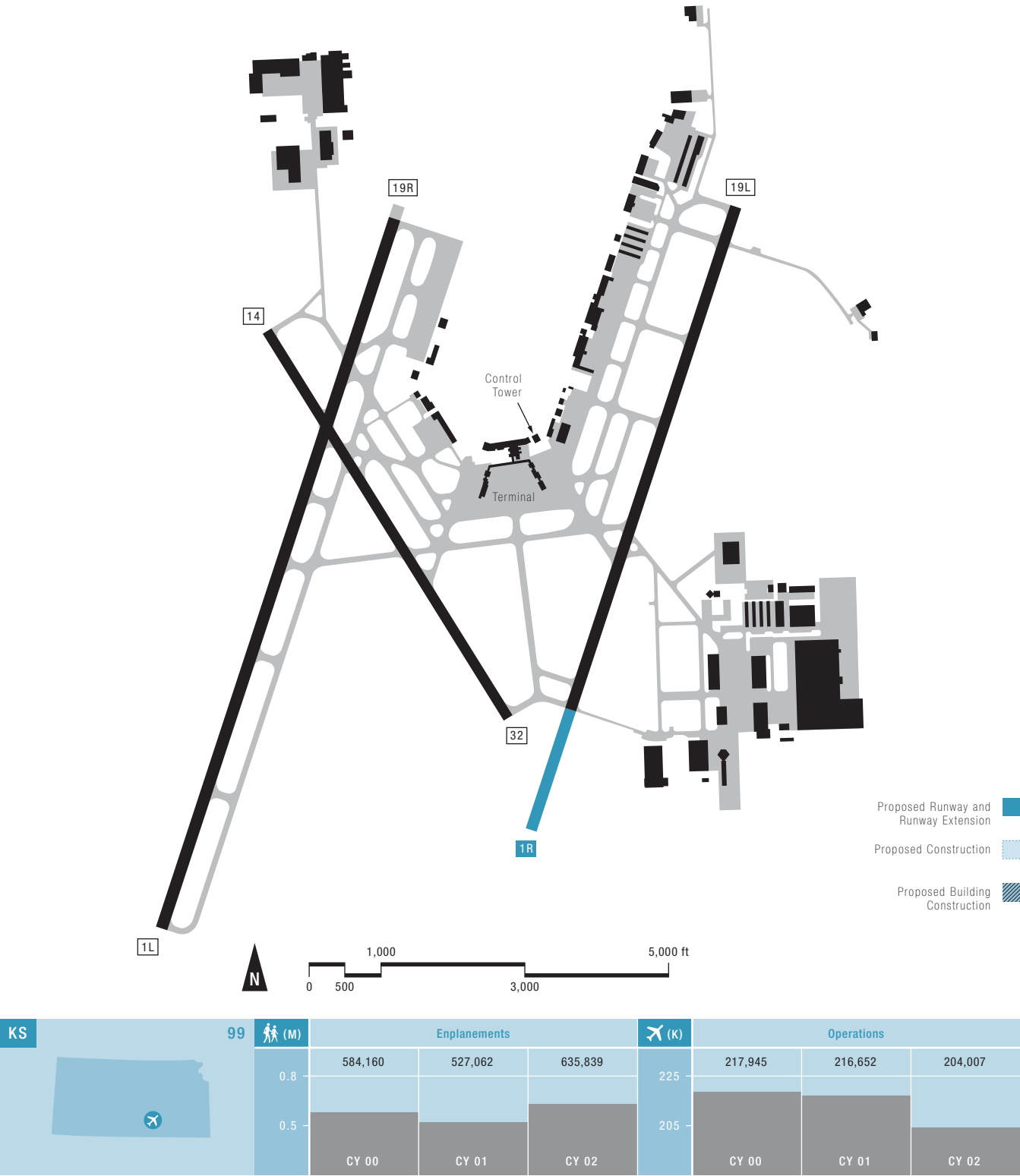
An \$85 million, 4,000-ft. extension to Runway 15R/33L was completed in 2002. In 2003, a new Runway 8L/26R 9,000 ft parallel to, and north of, the existing Runway 8/26 was completed. Commissioning is tentatively scheduled for the year 2003. Runway 8L/26R, in conjunction with Runways 9L/27R and 8R/26L, has the potential to support triple IFR approaches, if approved. Another new runway, 9R/27L, parallel to and south of Runway 9/27, is also planned in the distant future. Construction is expected to cost \$260 million for Runway 8L/26R.



TX		8	 (M)	Enplanements			 (K)	Operations		
		17	16,358,035	16,173,551	15,865,479	500	490,568	477,367	462,255	
		15				470				
		CY 00	CY 01	CY 02	CY 00	CY 01	CY 02			

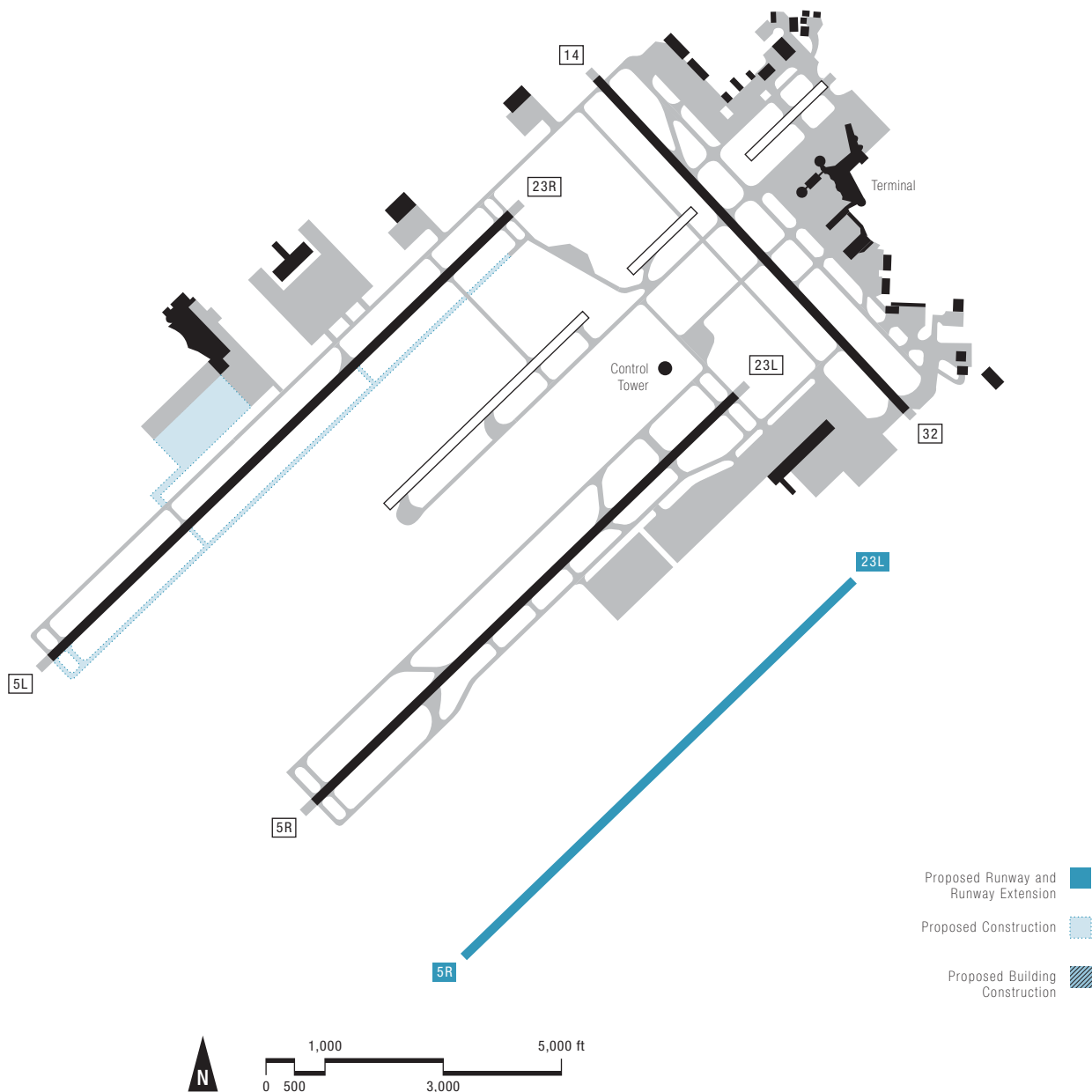
ICT – Wichita Mid-Continent Airport



A 1,400-foot runway extension for Runway 1R is expected to be completed in 2009. The estimated cost is \$10 million.



IND – Indianapolis International Airport

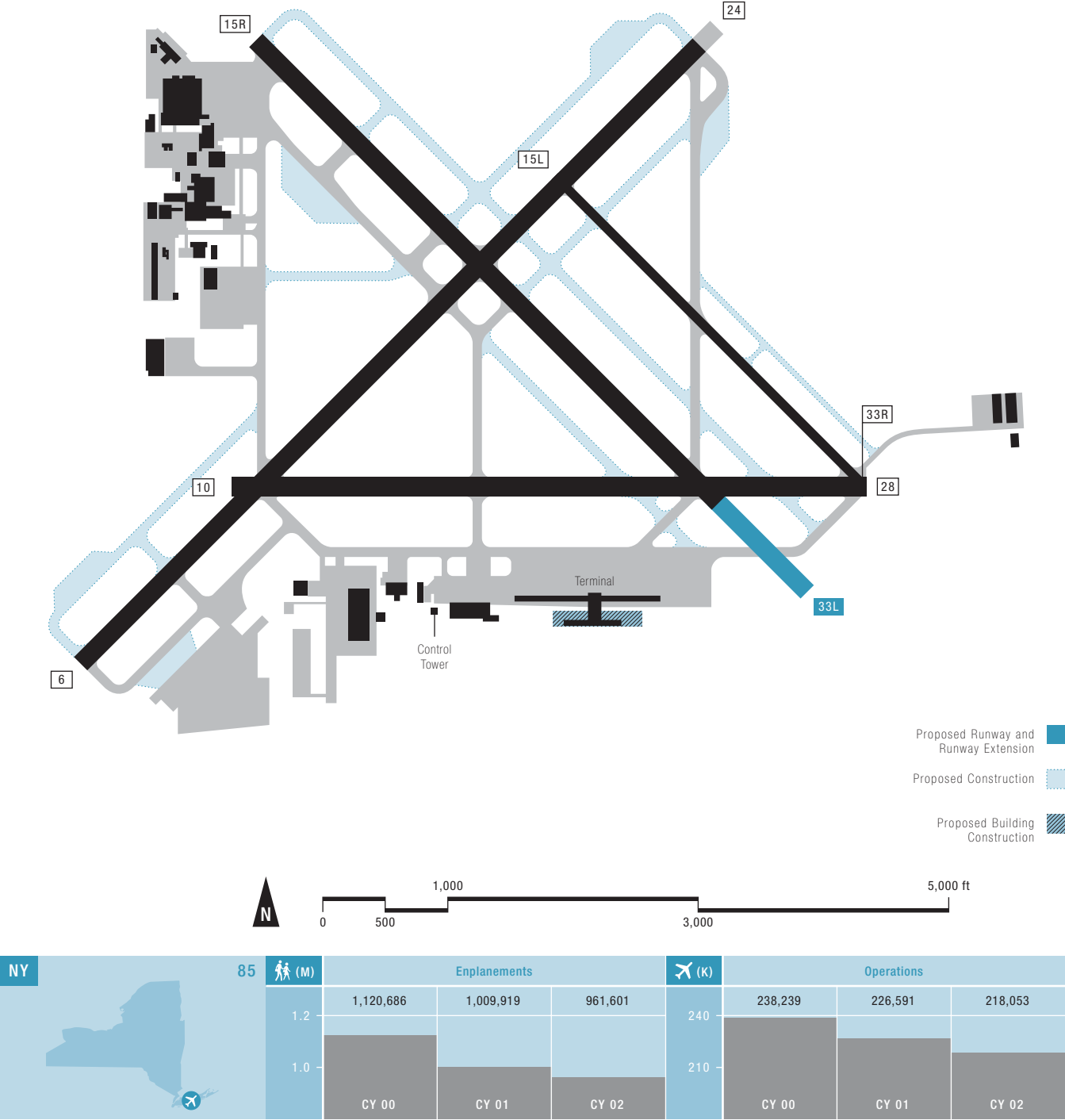
A third parallel Runway 5R/23L, is planned south of existing Runway 5R/23L (to be renamed 5C/23C). The estimated project cost is approximately \$125 million, and the expected operational date is beyond 2015. Taxiway "N" was put into service in October 1999 at a total cost of \$7.6 million.



IN	46	 (M)	Enplanements			 (K)	Operations		
			3,833,975	3,595,425	3,411,978		259,860	245,439	206,132
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

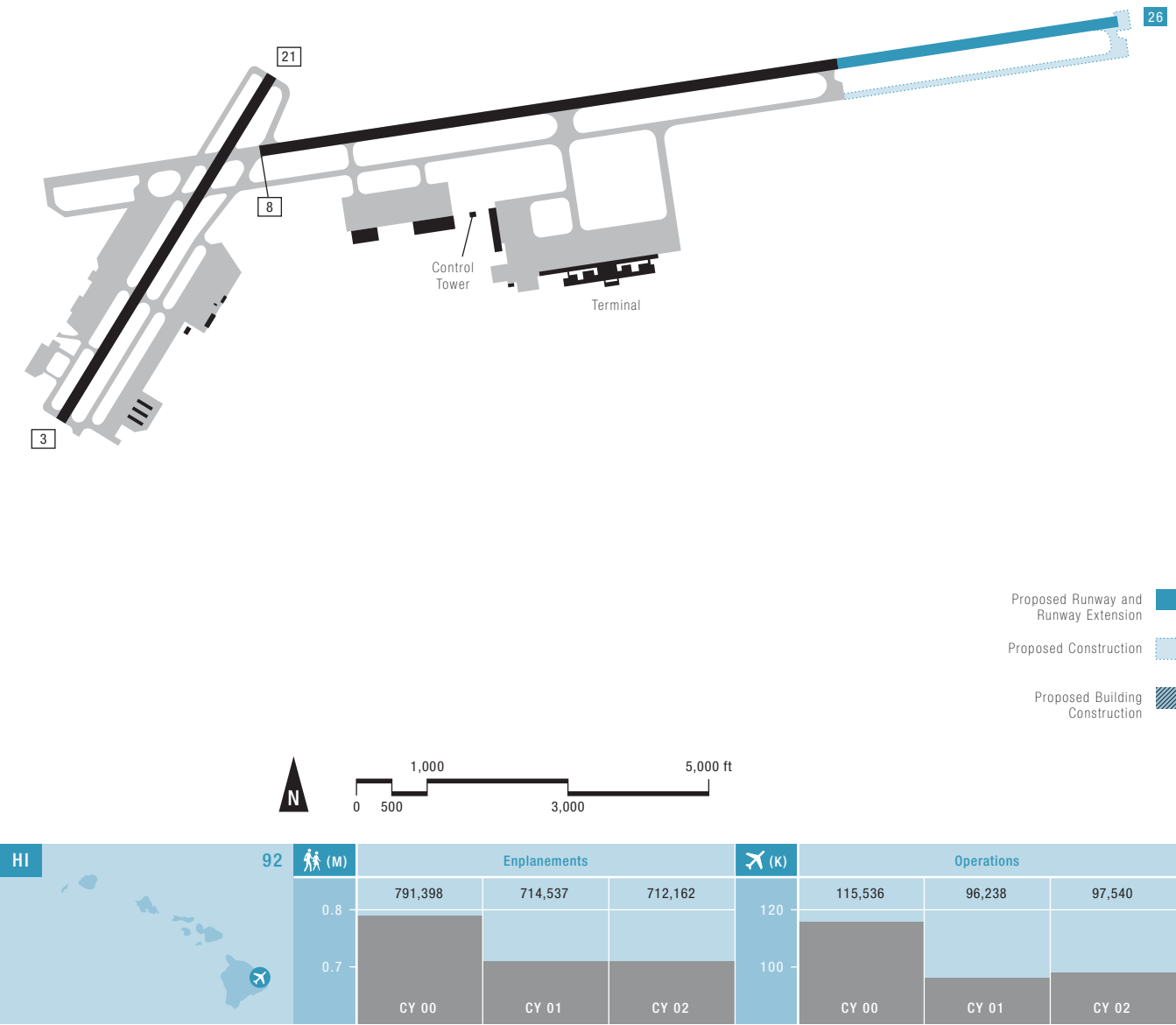
ISP – Islip Long Island MacArthur Airport

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



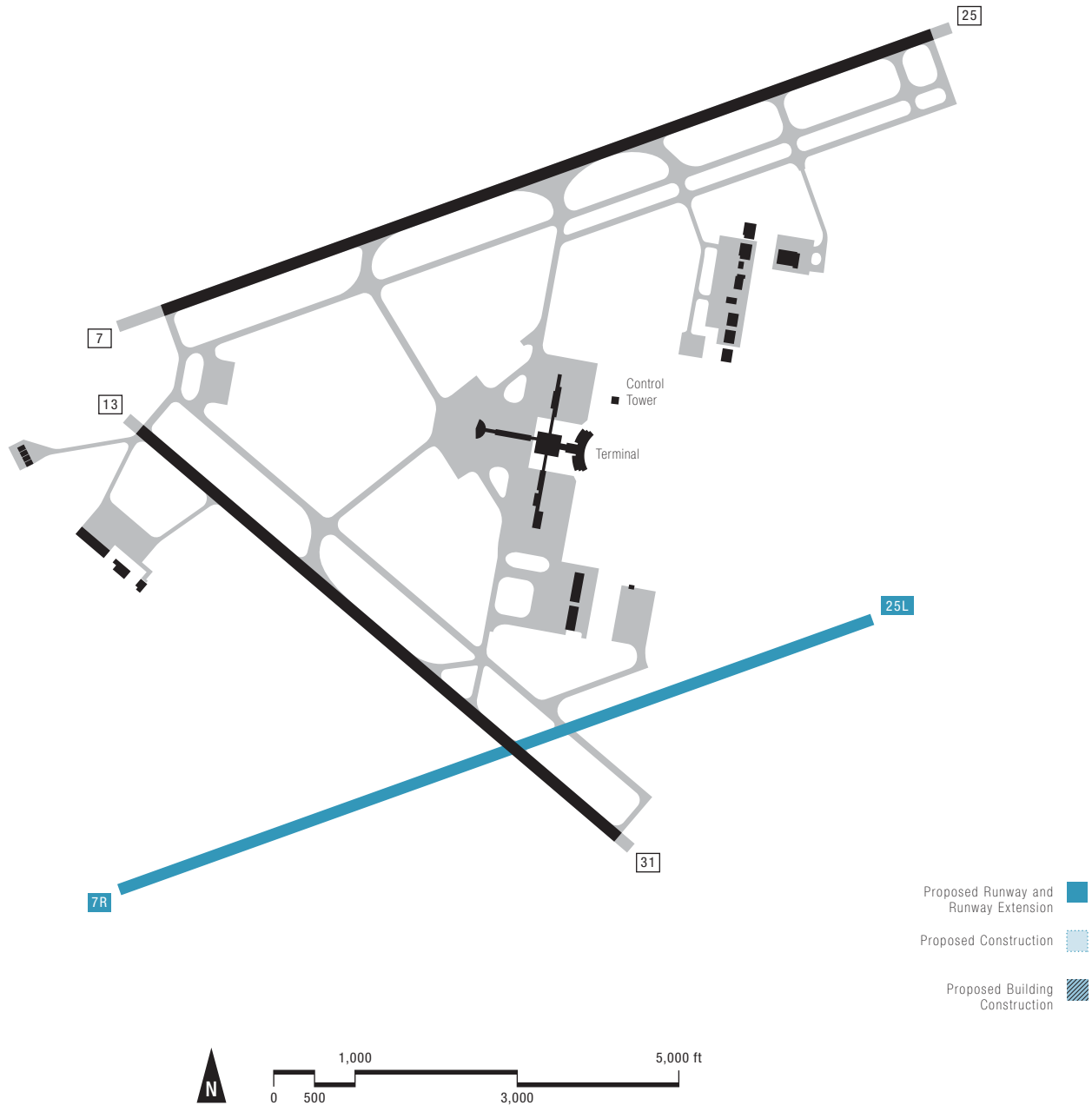
ITO – Hilo International Airport

A 2,200 ft. east extension of Runway 8/26 is proposed for development by between 2011 and 2020.



JAX – Jacksonville International Airport

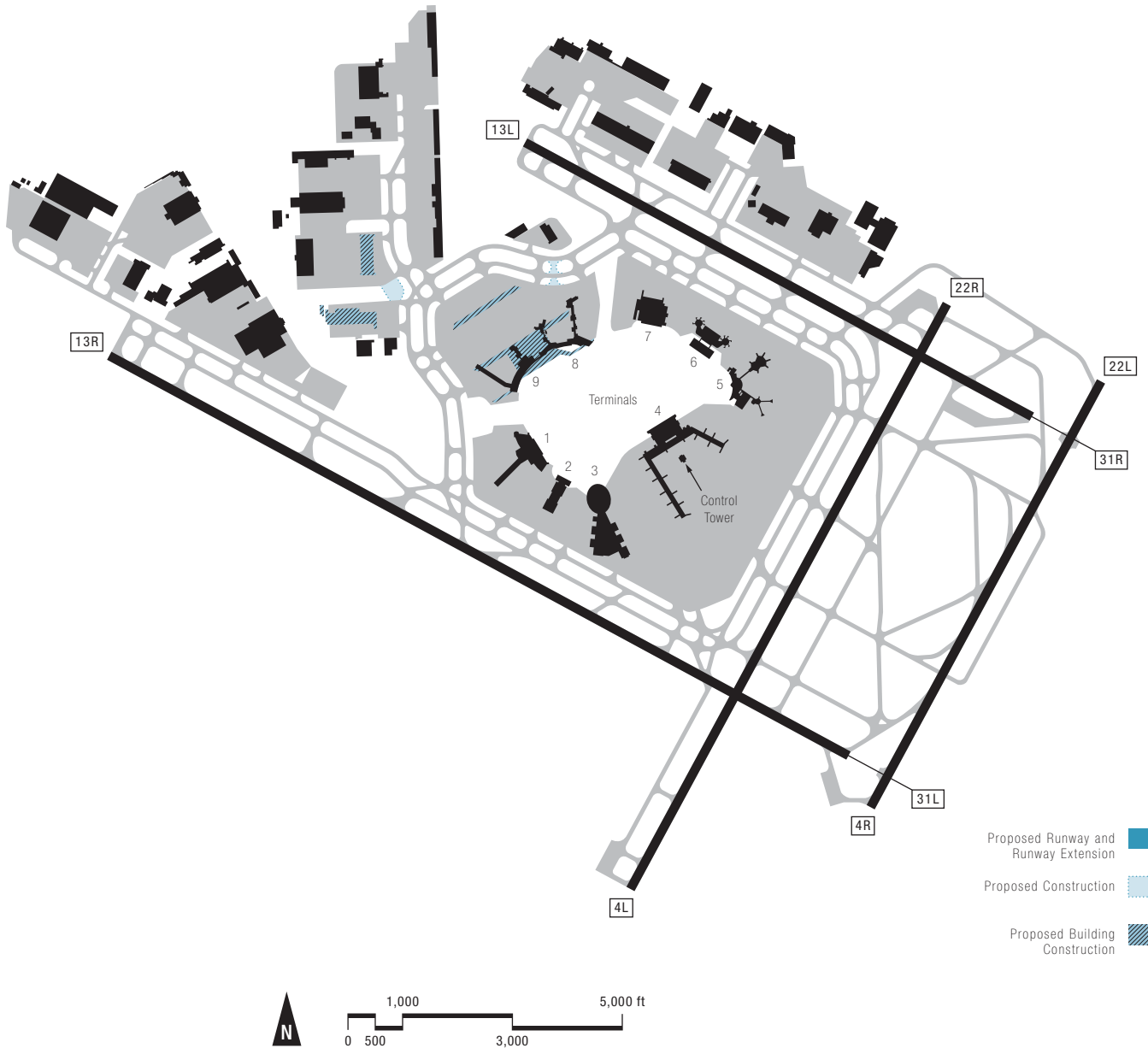
A new parallel Runway 7R/25L is being planned. It will be 6,500 ft. south of the existing Runway 7/25, permitting independent parallel IFR operations and potentially doubling Jacksonville's hourly IFR arrival capacity. An EIS study is scheduled for 2005. Construction is scheduled to begin in 2008, with completion expected in 2009. The estimated cost of construction is \$50 million.






FL	59	✈️ (M)	Enplanements			✈️ (K)	Operations		
			2,616,211	2,523,809	2,462,399		148,797	134,572	124,820
			2.8				160		
			2.4				130		
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

JFK – New York John F. Kennedy International Airport

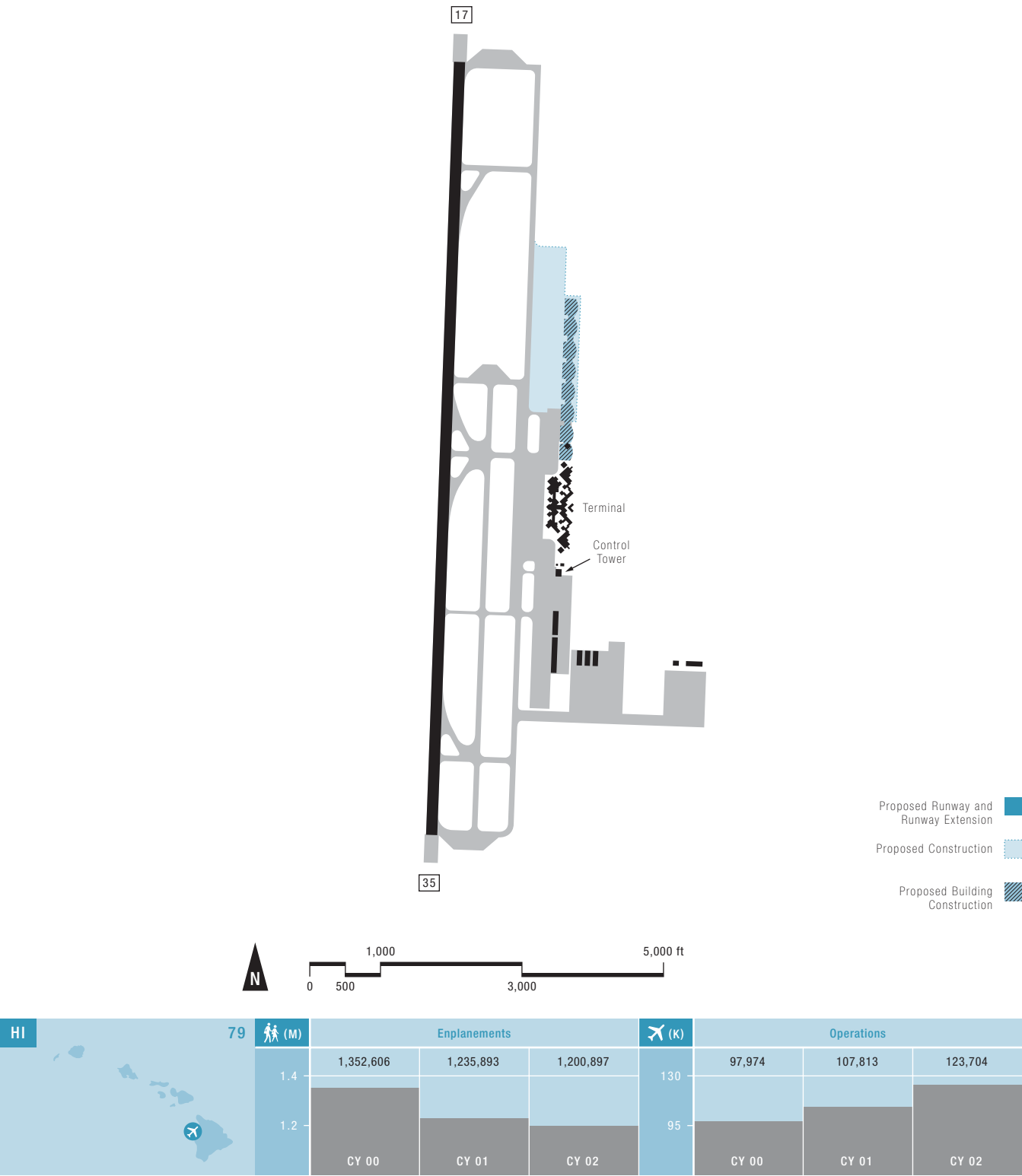
Construction to widen runway 4R/22L from 150 ft. to 200 ft. was completed in early November 2002. Reconstruction plans for Runway 13R/31L will start and be completed in 2005. No estimates of cost are available at this time.



NY		13	 (M)	Enplanements			 (K)	Operations		
				16,155,437	14,553,815	14,552,411		358,951	317,746	301,160
				17				380		
				15				320		
					CY 00	CY 01		CY 02		CY 00

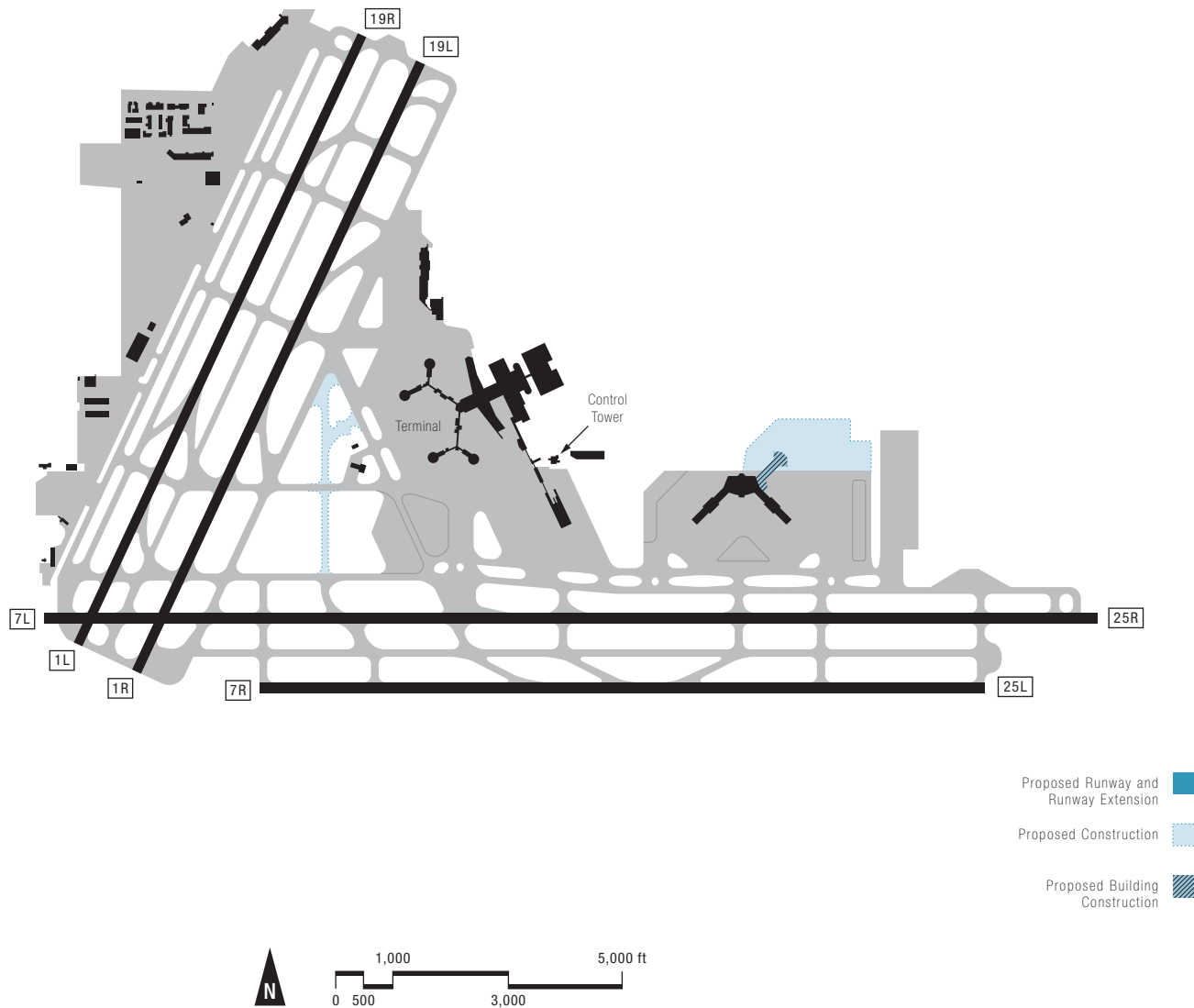
KOA – Kona International Airport at Keahole

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



LAS – Las Vegas McCarran International Airport

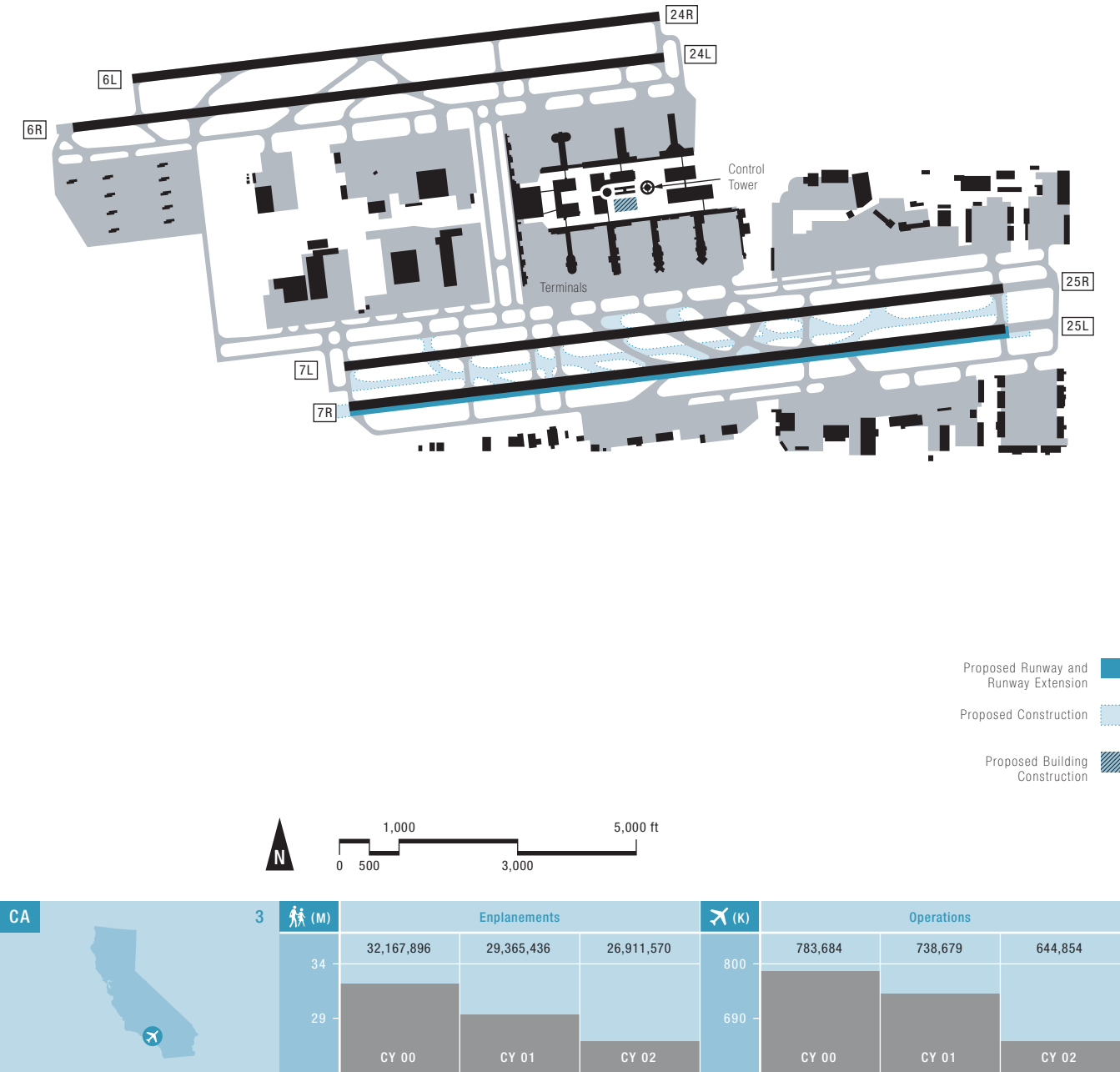
Construction plans are underway to construct 3,000 feet of taxiway north of taxiway B, with connections to taxiways G and D. This project is estimated to cost \$23.3 million. Plans for terminal development include construction of an apron and taxi lane to support a 12-gate expansion of the D concourse. The apron and taxi lane work is estimated to cost \$20 million, and construction of the terminal building, estimated to cost \$80 million, may not commence until after December 31, 2002.



NV	7	✈ (M)	Enplanements			✈ (K)	Operations		
			17,425,214	16,633,435	16,600,807		521,300	498,970	498,037
			18	16	16		540	490	490
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

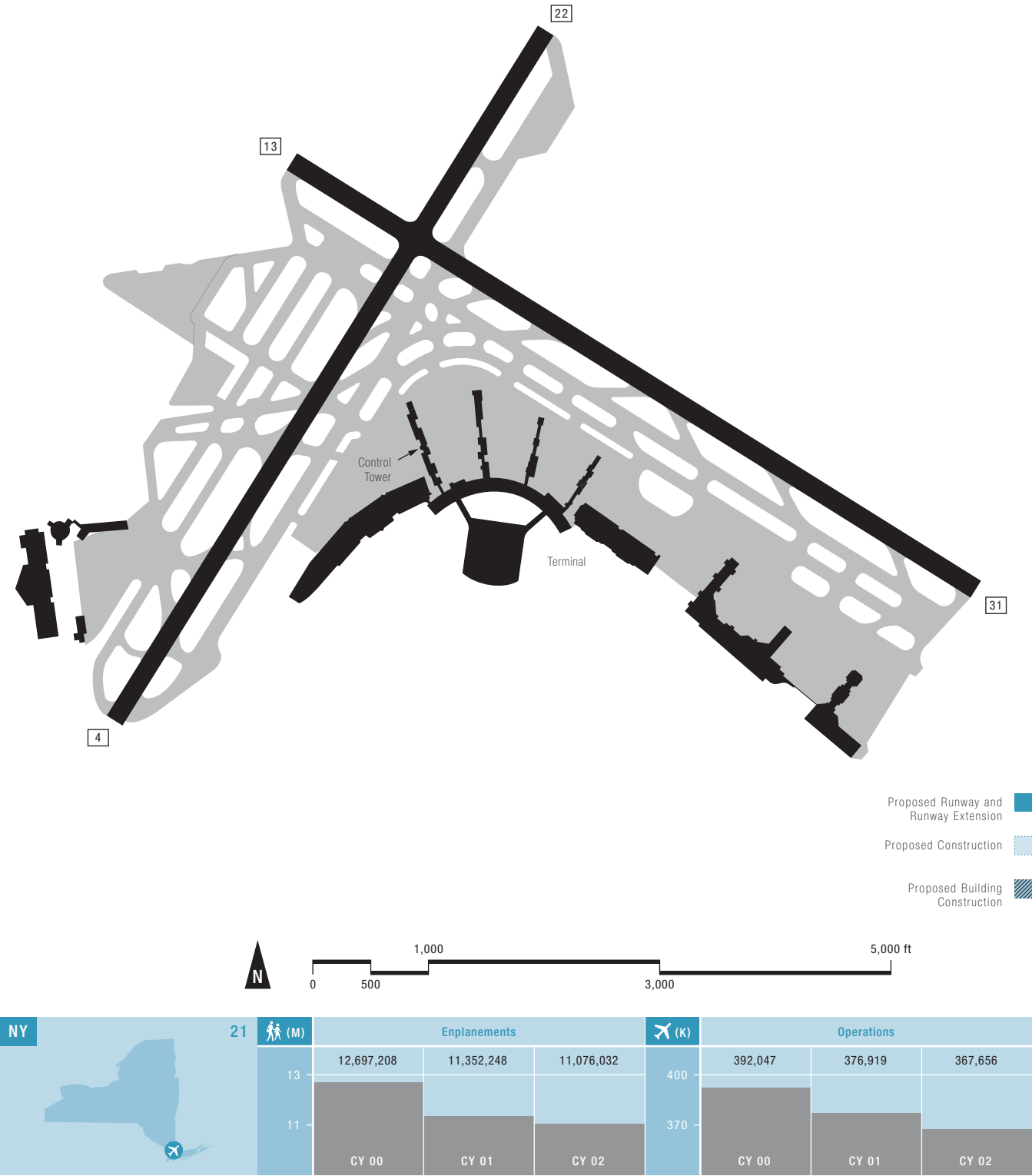
LAX – Los Angeles International Airport

Taxiway exits and a new parking structure are planned at this airport.



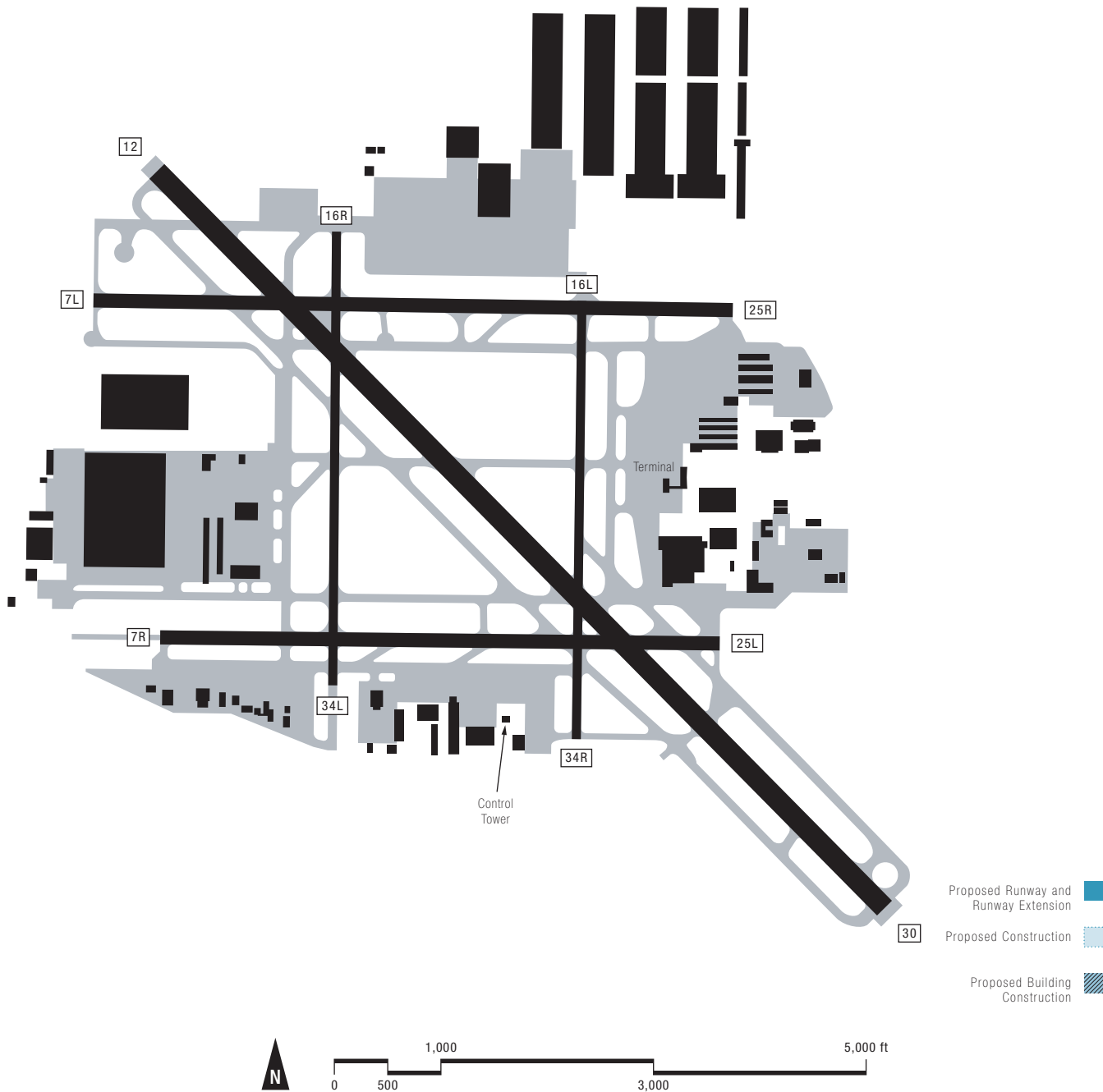
LGA – New York LaGuardia Airport




There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



LGB – Long Beach Airport

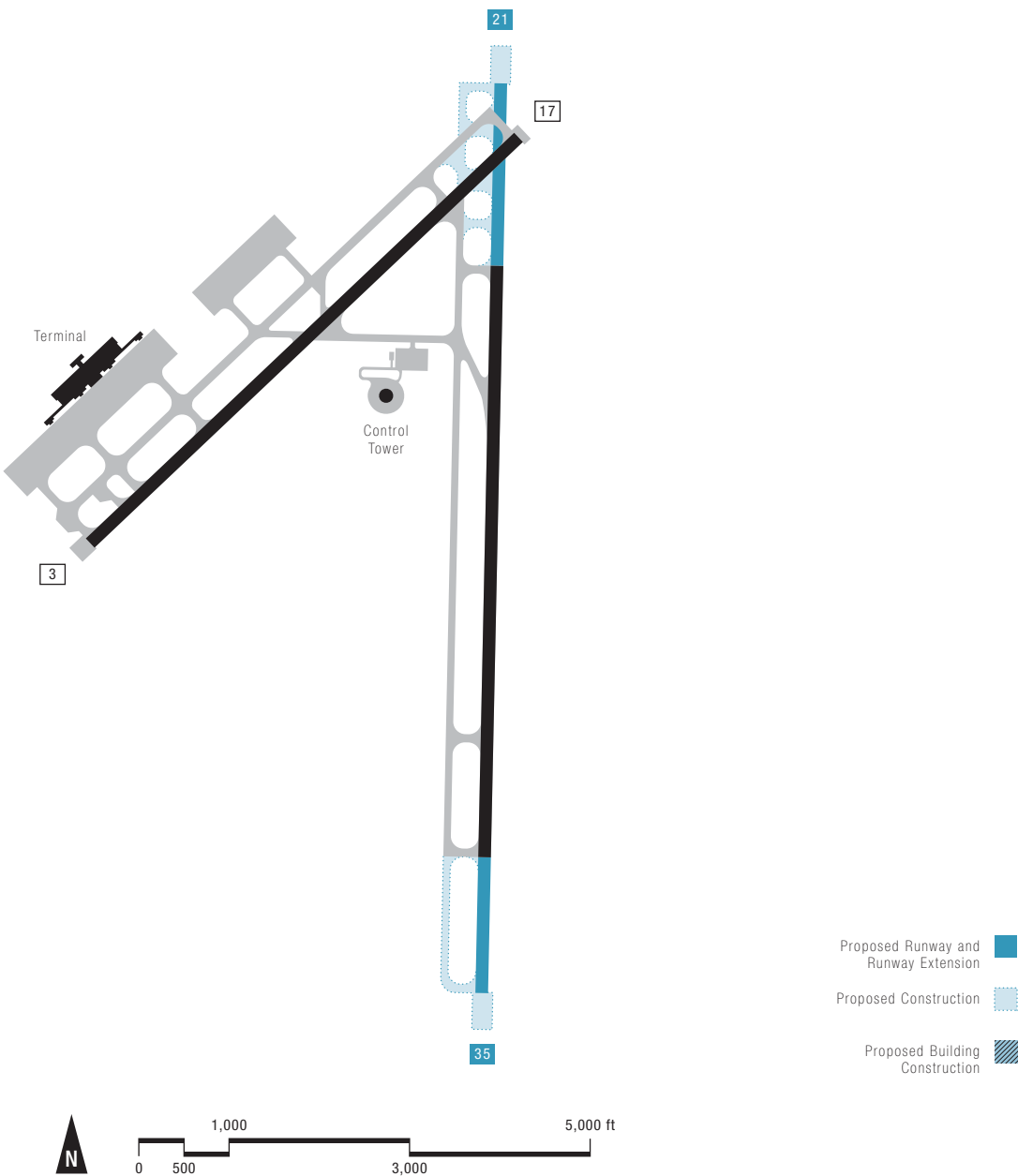
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



CA		93	 (M)	Enplanements			 (K)	Operations			
				335,225	297,130	708,686		390	379,399	358,508	350,913
				0.8				345			
				0.4							
				CY 00	CY 01	CY 02		CY 00	CY 01	CY 02	

LIH – Lihue Airport

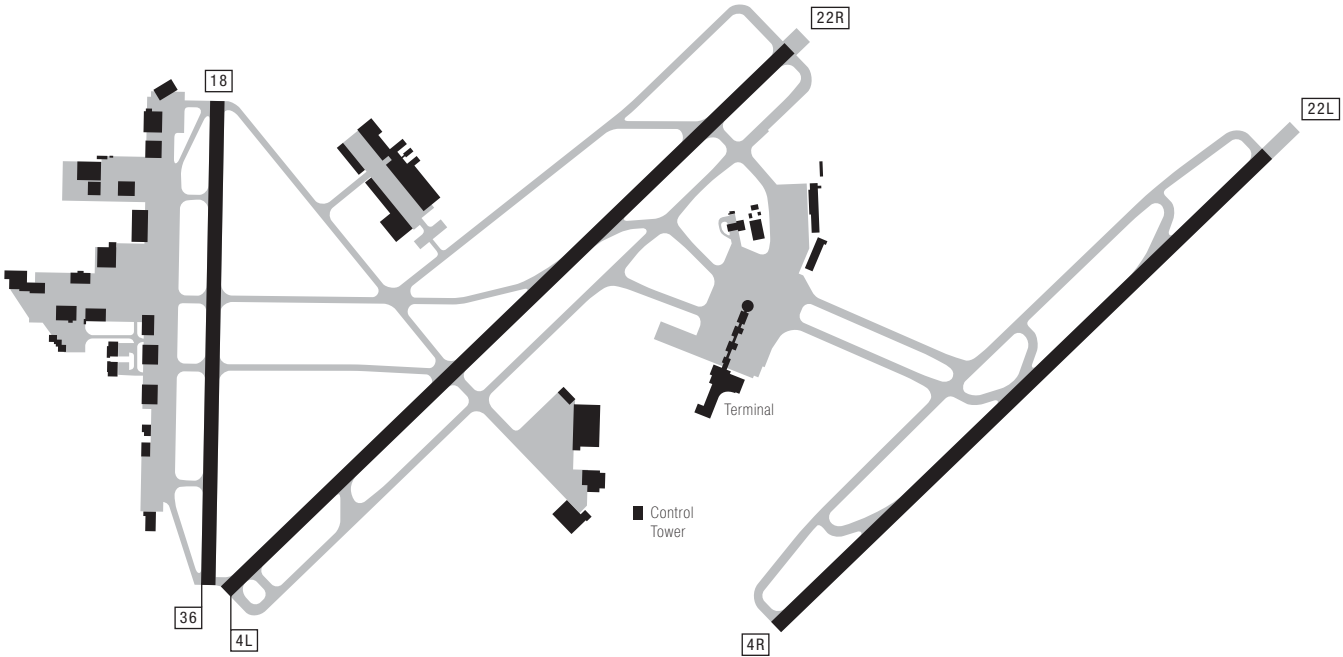
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



HI		78		(M)	Enplanements				(K)	Operations		
					1,413,454	1,342,287	1,238,972			113,842	103,654	102,430
					1.5					120		
					1.3	CY 00	CY 01	CY 02		100	CY 00	CY 01


LIT – Little Rock Adams Field

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



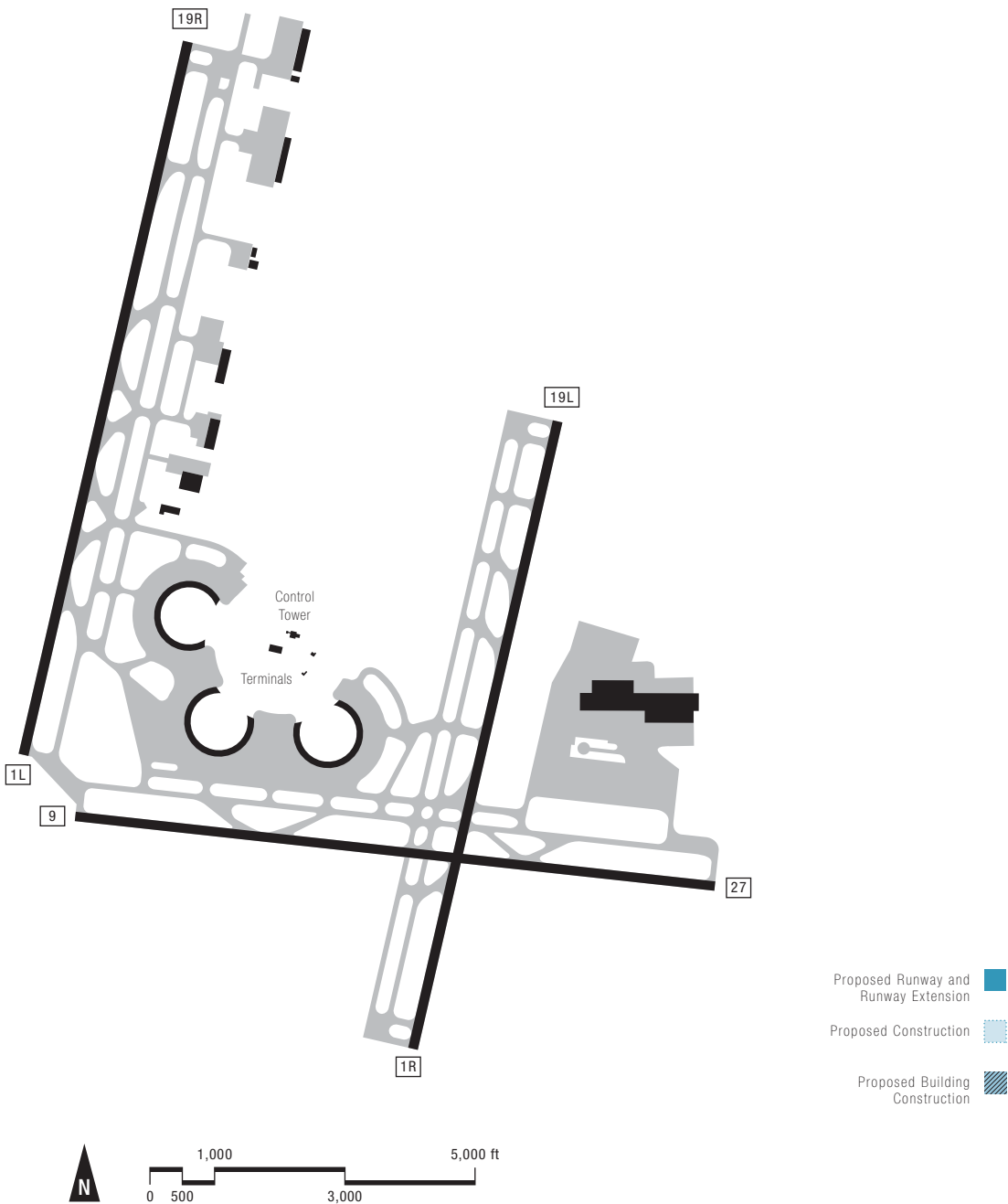
- Proposed Runway and Runway Extension
- Proposed Construction
- Proposed Building Construction





AR		83	(M)	Enplanements			(K)	Operations		
				1,276,145	1,211,753	1,101,623		174,802	176,067	177,203
			1.4				180			
			1.1				170			
				CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

MCI – Kansas City International Airport

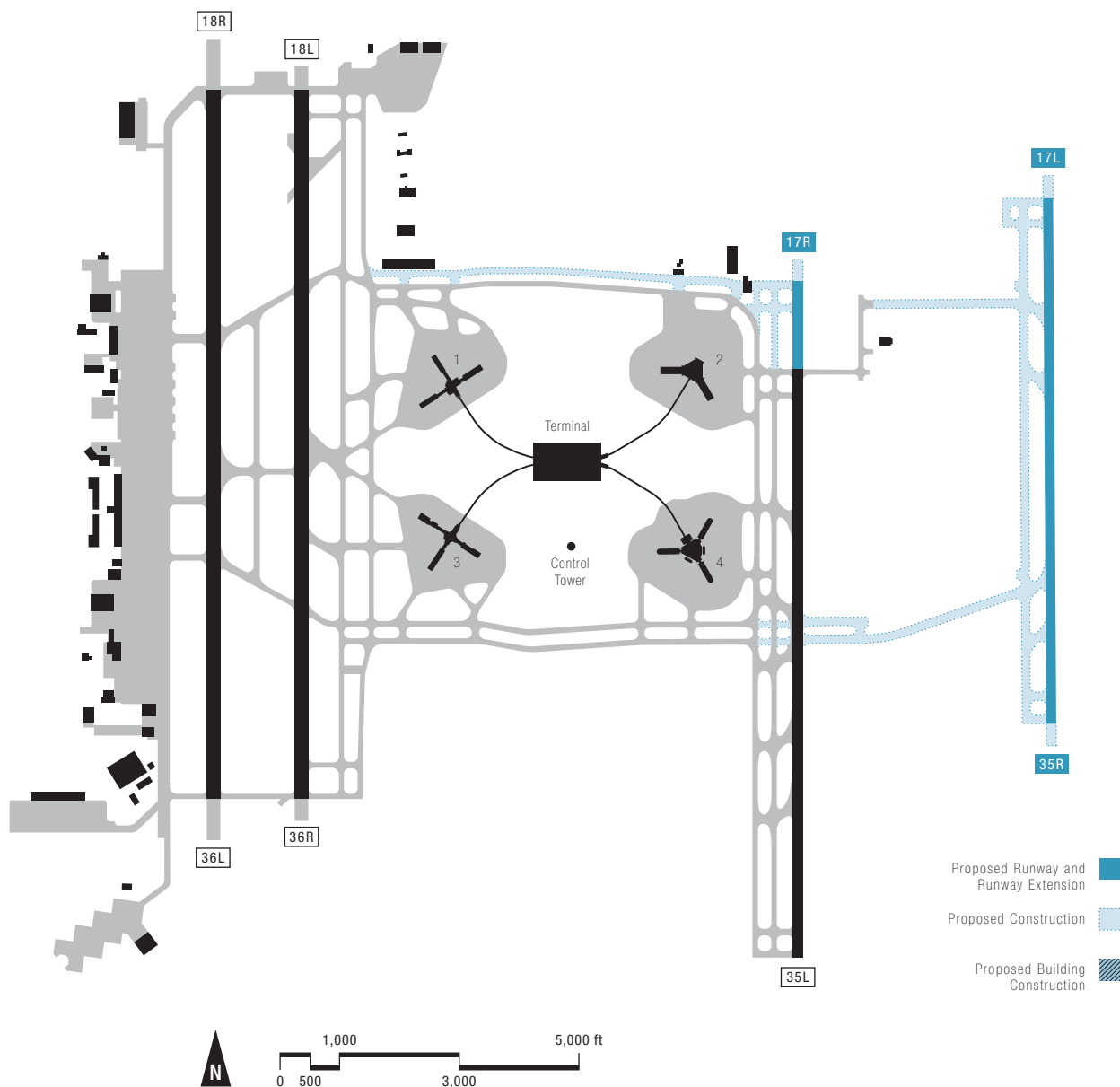
In accordance with the Airport Master Plan, an extension of Runway 12L/19R, estimated to cost \$12.2 million, is not planned until after 2014.






MO	37	 (M)	Enplanements			 (K)	Operations		
			5,903,296	5,614,347	5,161,518		218,194	209,833	191,981
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

MCO – Orlando International Airport

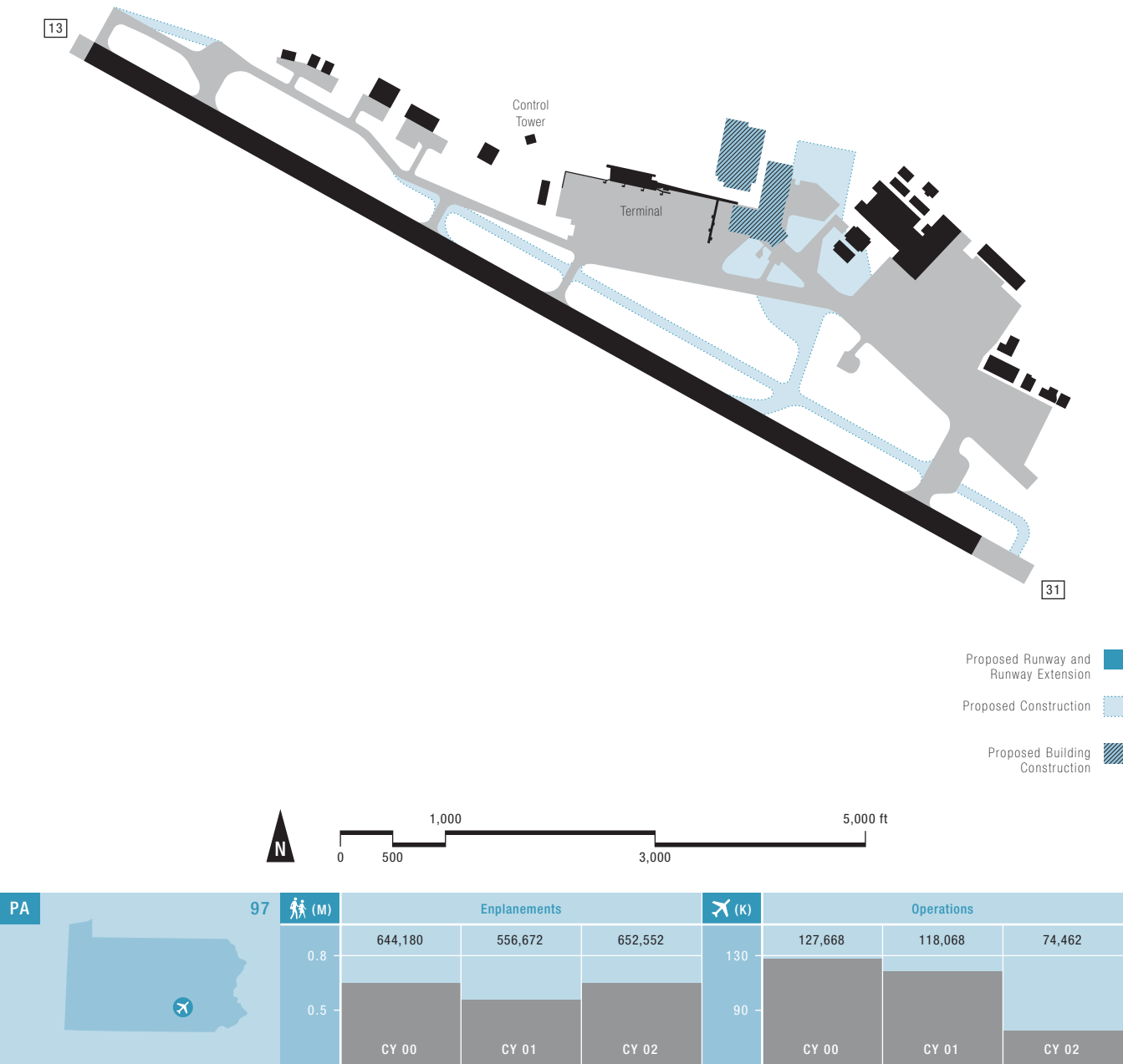
A new 9,000 ft. fourth parallel Runway 17L/35R that will allow simultaneous triple flow instrument approaches opened for operations in December 2003. The cost of the runway is \$203 million. It will be located 4,300 feet east of existing Runway 17R/35L which has a 1,500-ft. extension planned to prevent aircraft from obstructing the Runway 17R approach. The new Air Traffic Control Tower has been recently commissioned and is one of the tallest towers in the nation. The first of two north crossfield taxiways and a forth airside passenger terminal located in the North Terminal Complex area were completed in 2000. The first phase of the South Terminal Complex is now in the design stage.



FL		16	 (M)	Enplanements			 (K)	Operations		
		15	14,831,648	13,622,397	12,921,480	380	366,278	326,456	302,843	
		13				320				
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02	

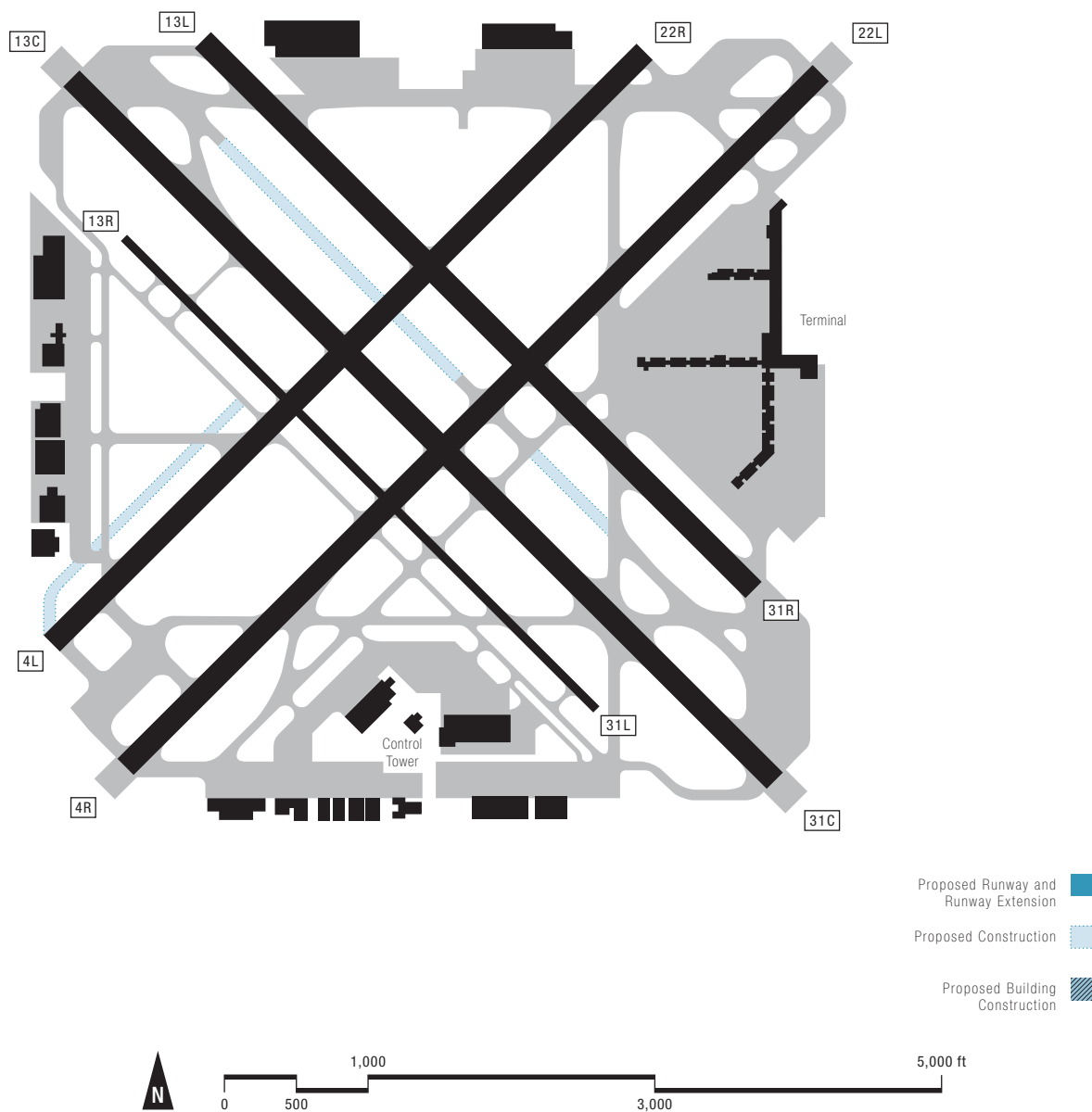
MDT – Harrisburg International Airport



There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport



MDW – Chicago Midway Airport

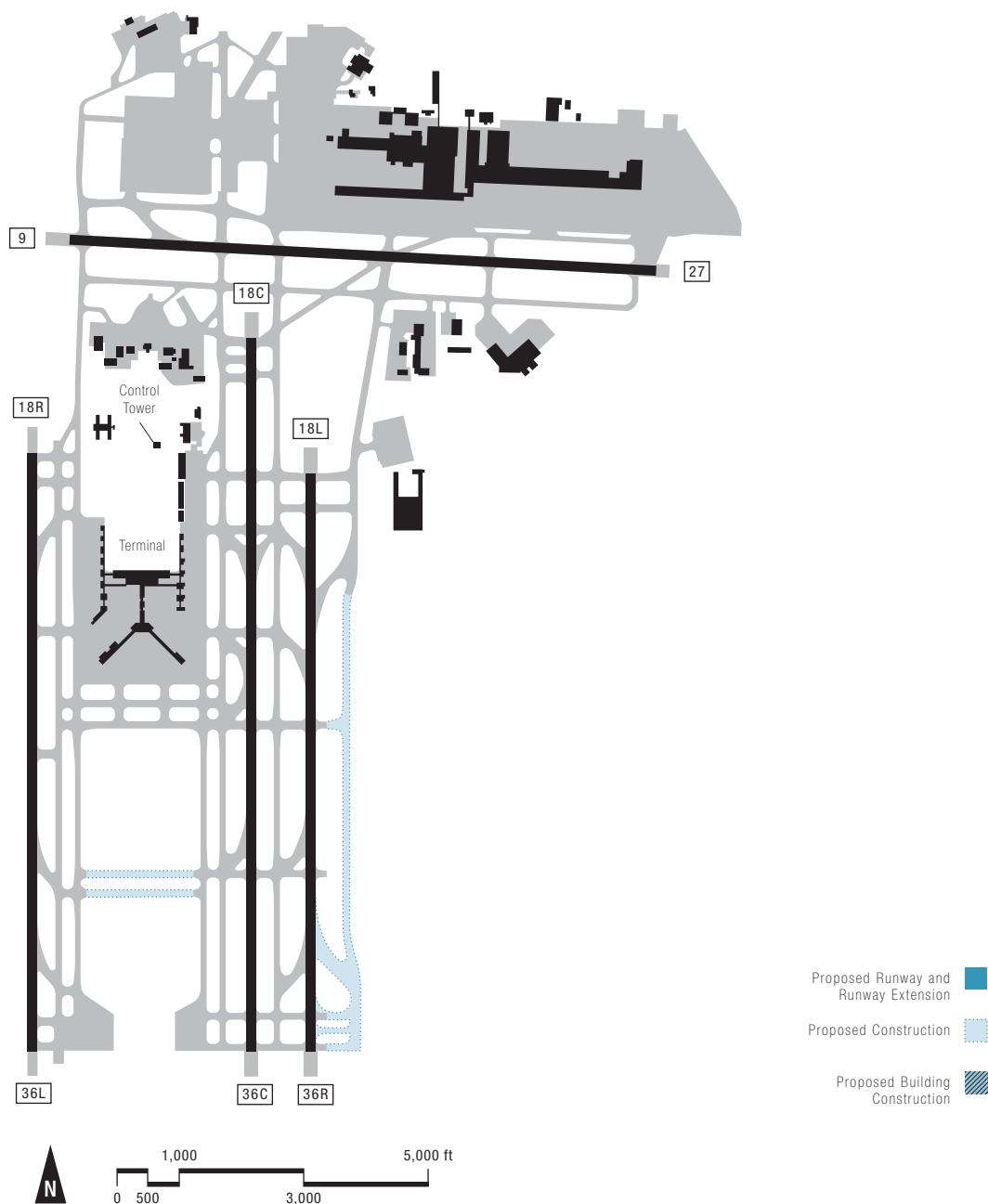
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





IL	28	 (M)	Enplanements			 (K)	Operations		
			7,059,520	7,112,784	7,878,438		298,437	276,520	303,837
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

MEM – Memphis International Airport

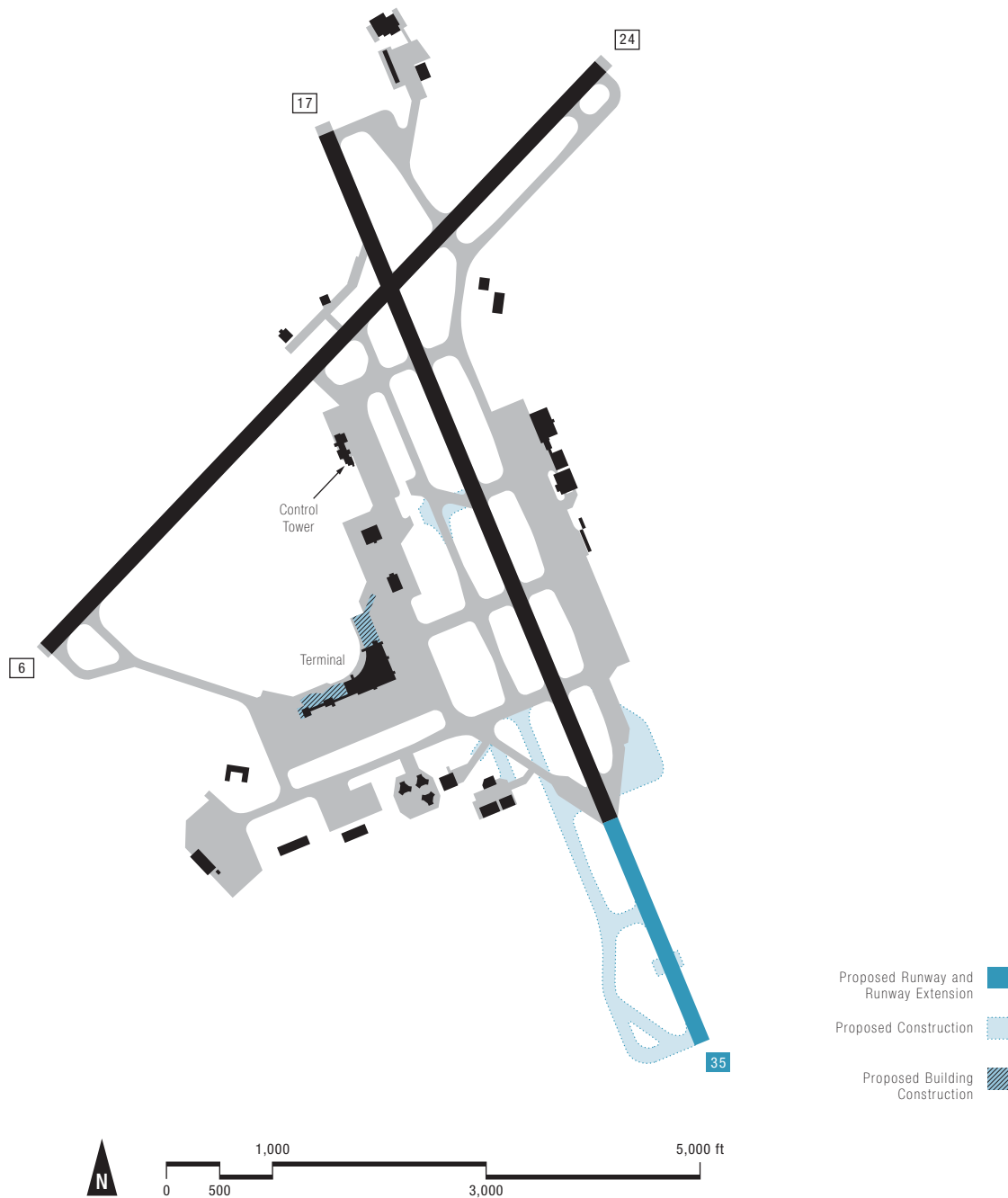
The reconstruction of Runway 18R/36L was completed in September 2002 at a cost of \$43 million. All three (3) parallels have been built or reconstructed since 1997.






TN	36	 (M)	Enplanements			 (K)	Operations		
			5,684,619	5,560,524	5,231,998		386,335	393,925	398,479
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

MHT – Manchester Airport

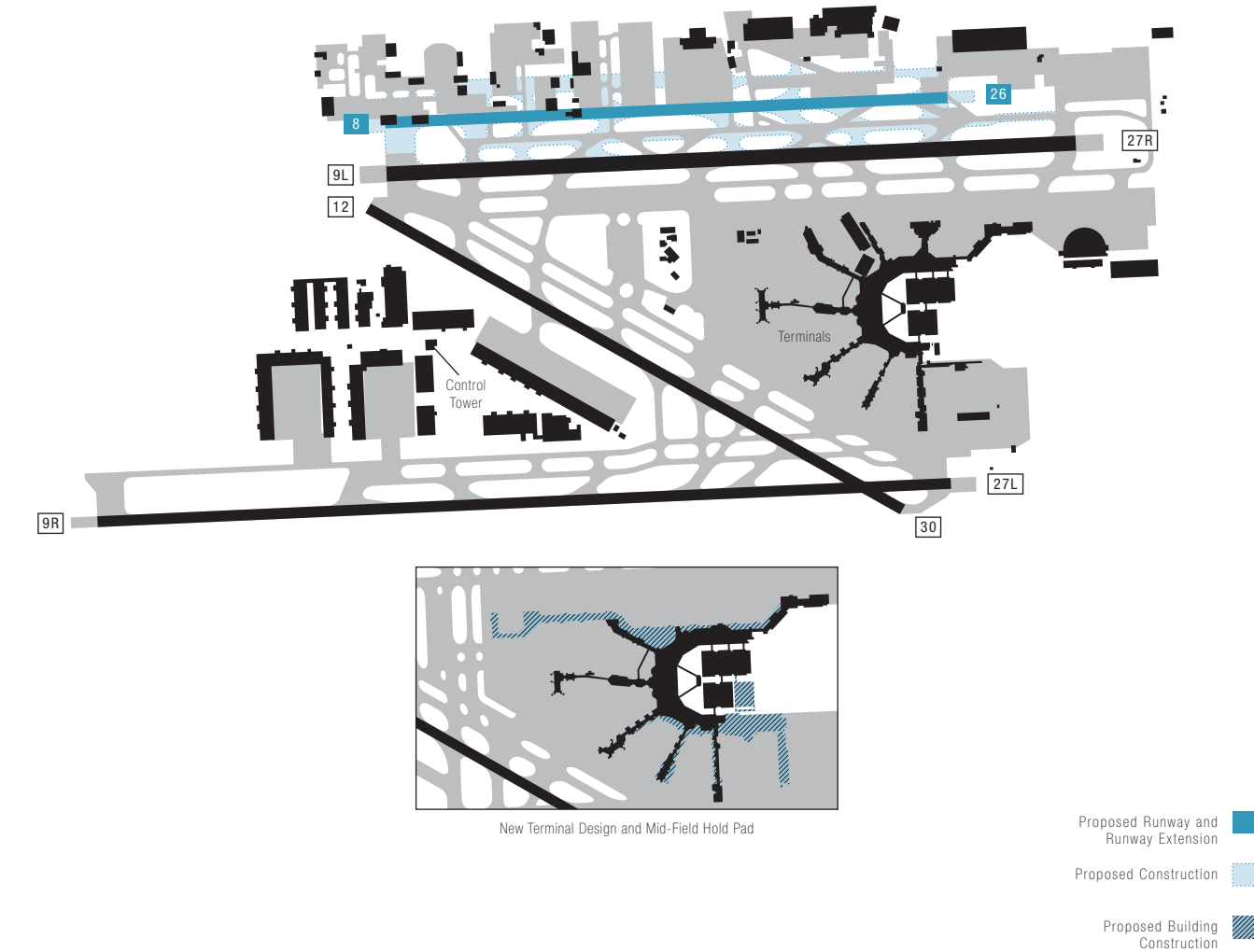
Current plans call for the reconstruction and extension of Runway 17/35 that includes a 2,250 extension of Runway 35 to the South. Taxiway “A” will also be extended.





NH		68	 (M)	Enplanements			 (K)	Operations				
				1.7	1,568,860	1,599,062		1,647,797	110	106,086	106,633	92,271
				1.6					95			
					CY 00	CY 01		CY 02		CY 00	CY 01	CY 02

MIA – Miami International Airport

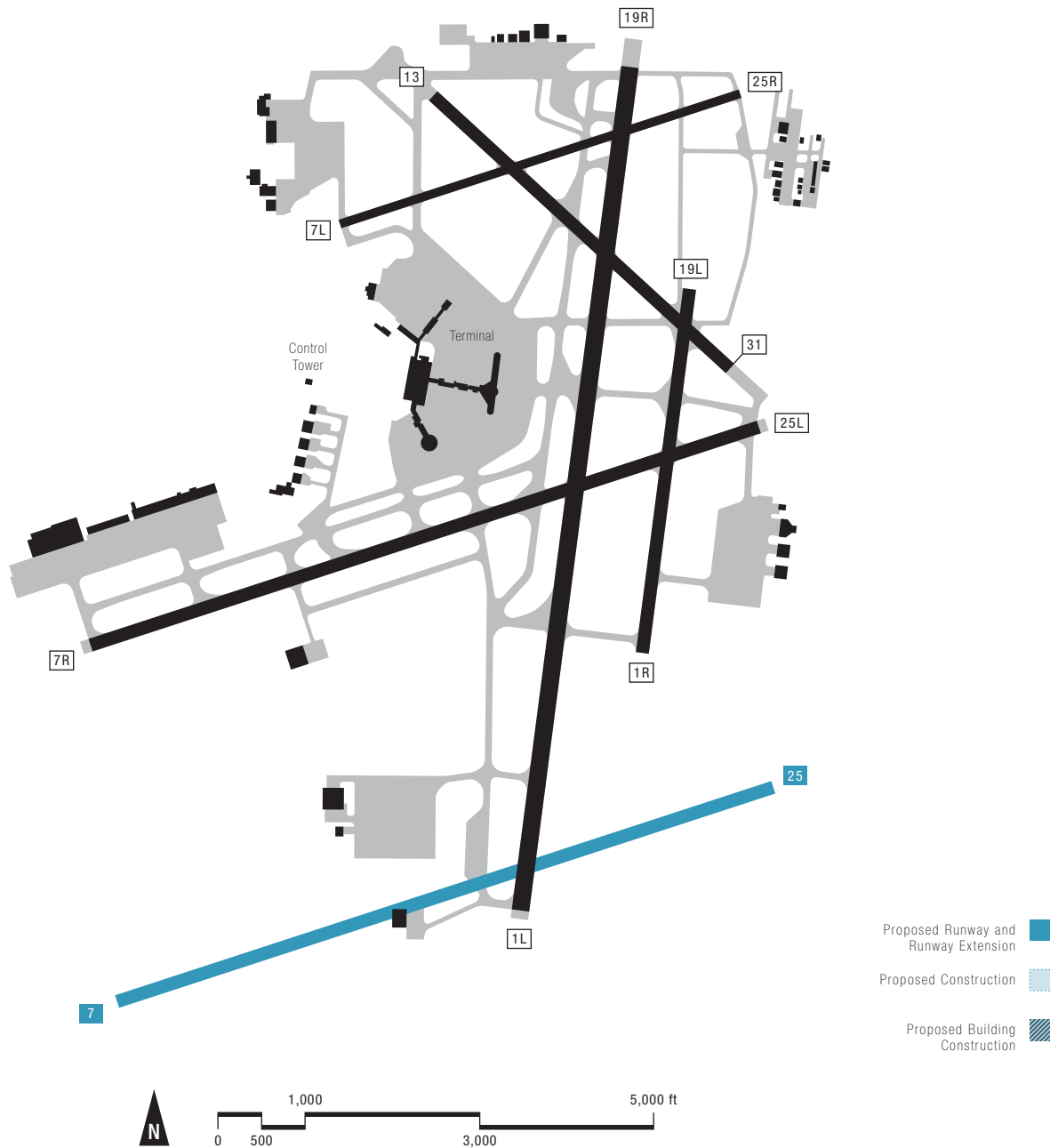
Construction of a new air carrier Runway 8/26, 8,600 ft. long and 800 ft. north of existing Runway 9L/27R, is estimated to be completed by 2003. The estimated cost of construction is \$206 million. An EIS was completed in December 1998. The new Runway is planned for use primarily as an arrival runway in VFR and non-precision IFR conditions.





FL	14	 (M)	Enplanements			 (K)	Operations		
			16,489,341	14,941,663	14,020,686		516,545	469,871	445,635
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

MKE – Milwaukee General Mitchell International Airport

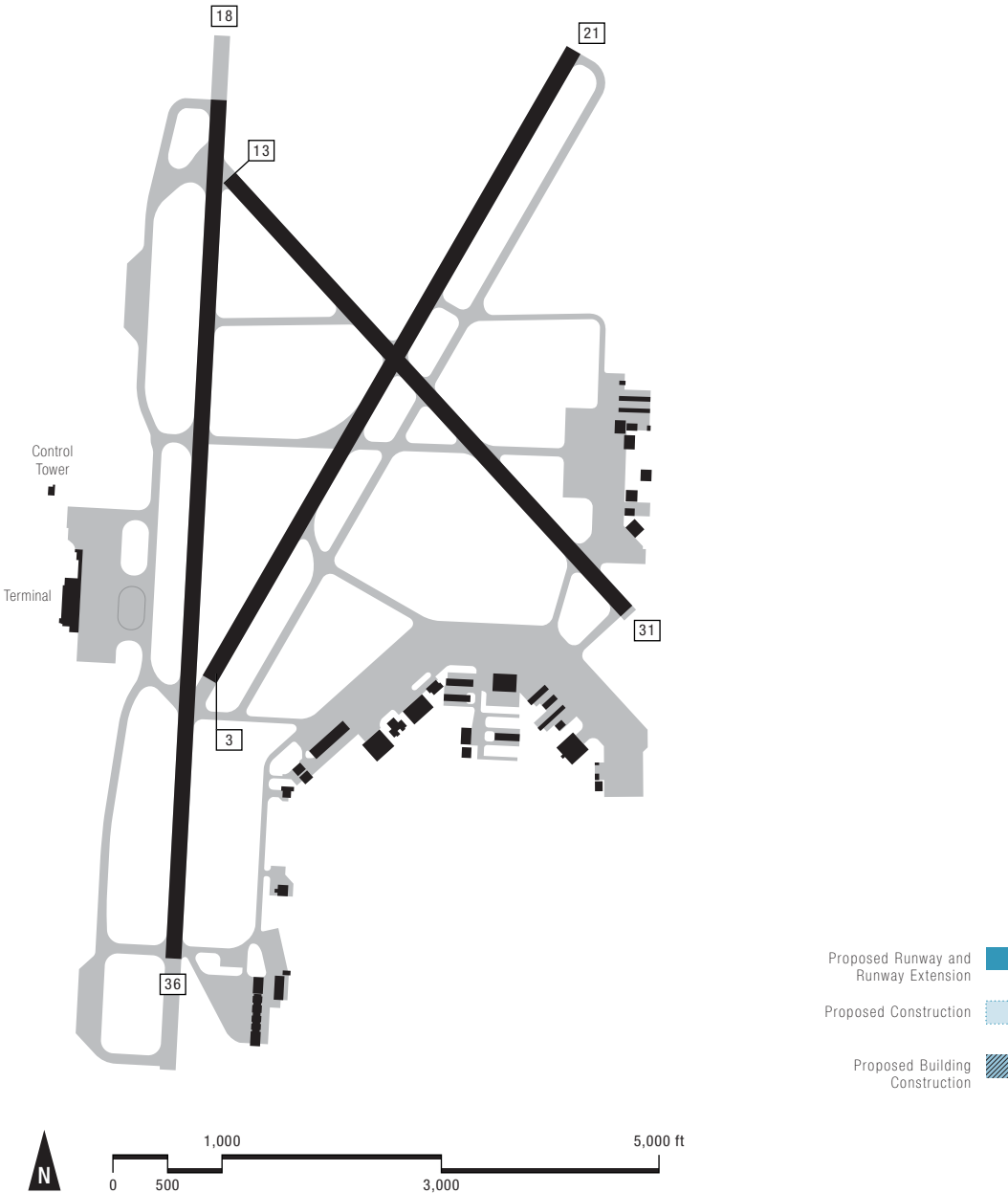
A 700-ft. extension to Runway 7L/25R was completed in the summer of 1998. Extension of this runway from 4,100 ft. to 4,800 ft. will accommodate commuter aircraft and delay the need for a third parallel runway until about the year 2015.






WI	54	 (M)	Enplanements			 (K)	Operations		
			3,089,592	2,825,473	2,779,197		221,855	211,512	216,050
		3.2							
		2.7	CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

MSN – Madison/Dane County Regional Airport

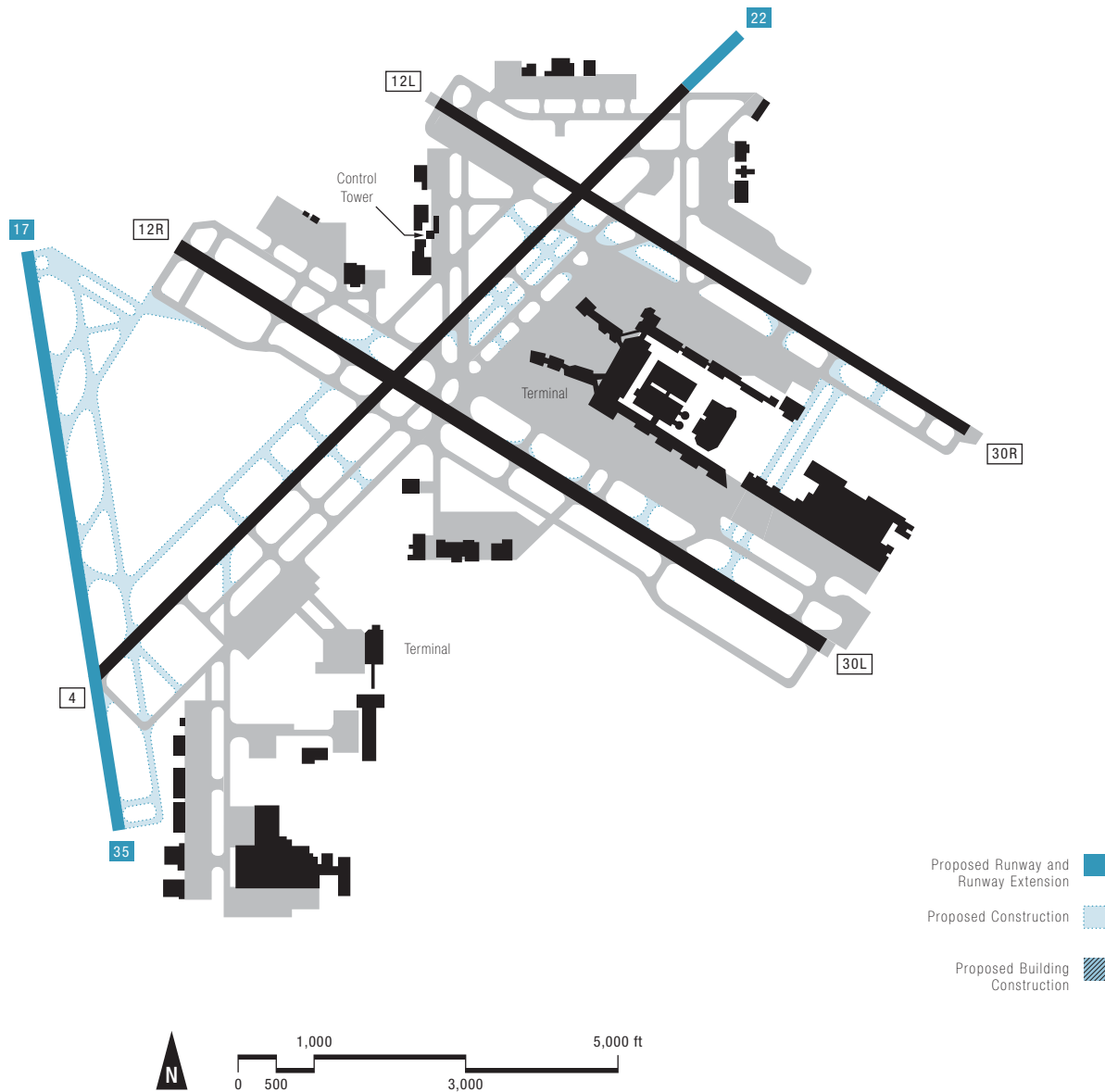
The airport is currently undertaking an Environmental Assessment (EA) for the Runway Safety Area of the Runway 13/Runway 18 Approaches. Presently Runway 13 does not meet FAA Runway Safety Area design criteria due to railway, waterway, and perimeter road intrusions. The actions proposed under the EA will correct design deficiencies of the Runway Safety Area, clear up pavement marking discrepancies on Runway 13, and provide for clear approaches to Runway 13 and 18.





WI		91	 (M)	Enplanements			 (K)	Operations		
				673,451	675,034	759,506		125,755	128,555	129,498
				0.8						
				0.6						
				CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

MSP – Minneapolis-St. Paul International Airport

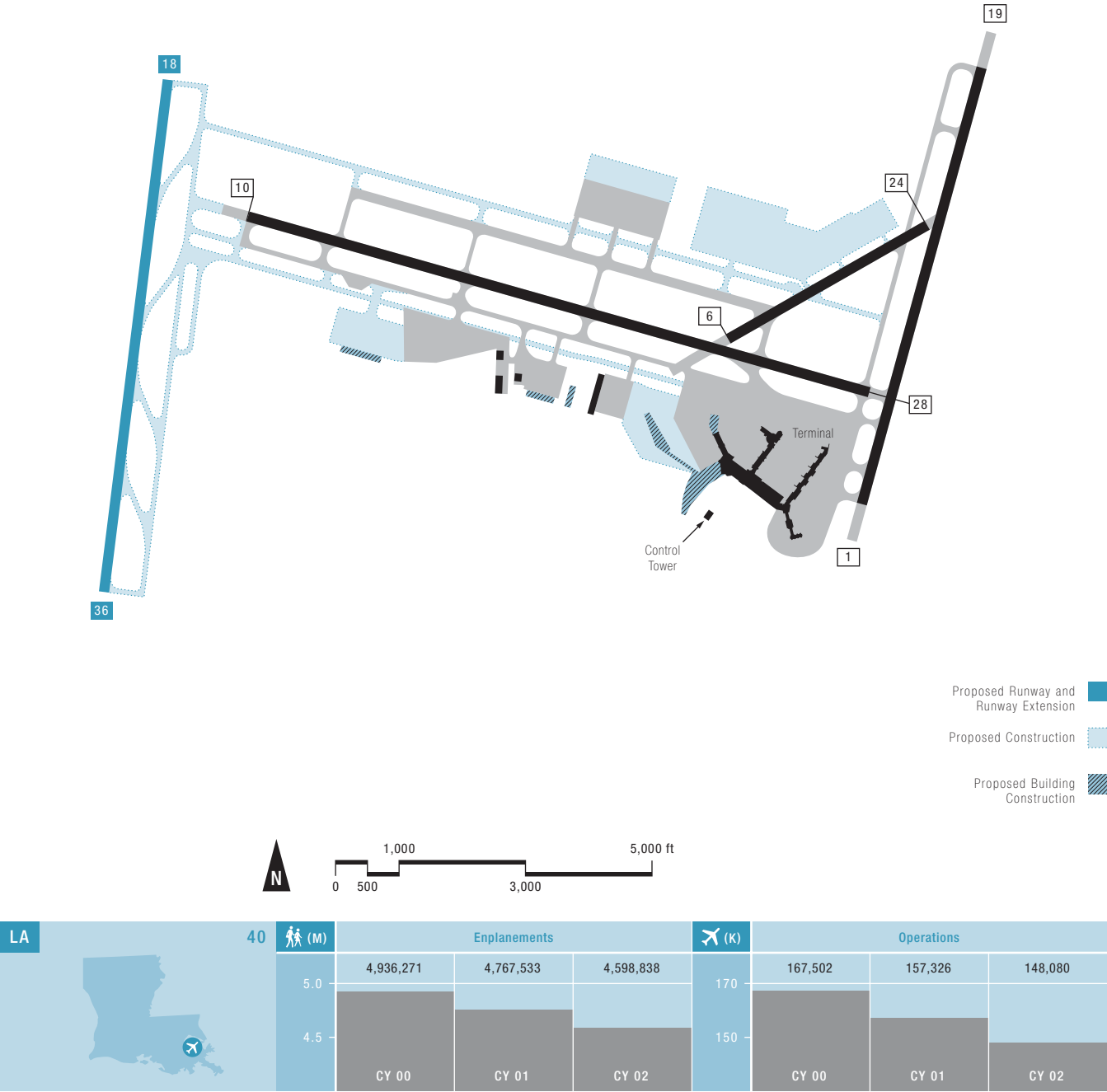
Construction of the proposed 8,000 ft. Runway 17/35, at a cost of \$490 million, will reduce the projected 2020 annual delay cost from \$66 million to \$38 million. The runway is expected to be operational in 2004 and will be used primarily for departures to the south and arrivals from the north. Construction of a 1,000 ft. extension to the northeast end of Runway 4/22 is planned.



MN	9	 (M)	Enplanements			 (K)	Operations		
			16,959,014	15,852,433	15,544,039		522,253	501,252	507,322
			17						
			15						
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

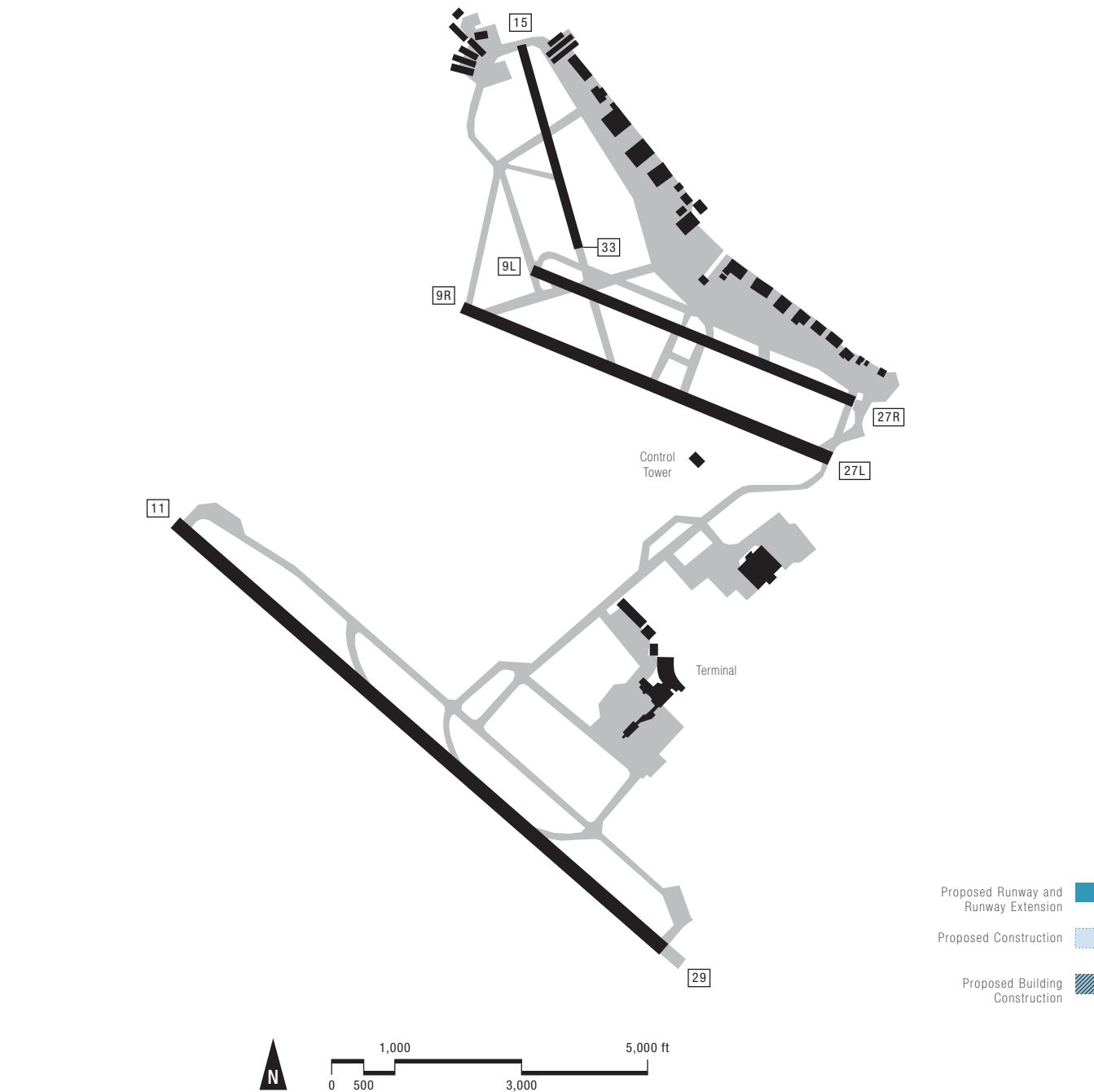
MSY – Louis Armstrong New Orleans International Airport




Commissioning of Runway 18/36 is proposed for early 2015. Taxiway G construction is complete. Once Runway 10L/28R is complete, Runway 6/24 will be decommissioned. Taxiway U and the aircraft holding apron should be completed in early 2004. Our ongoing planning efforts may change some terminal and apron elements shown on the Airport Diagram. However, the existing Airport Diagram should (with the changes reflecting Taxiway G, Taxiway U and the holding pad) continue to be used. Once these efforts are complete, we will amend the Airport Diagram accordingly.



OAK – Metropolitan Oakland International Airport

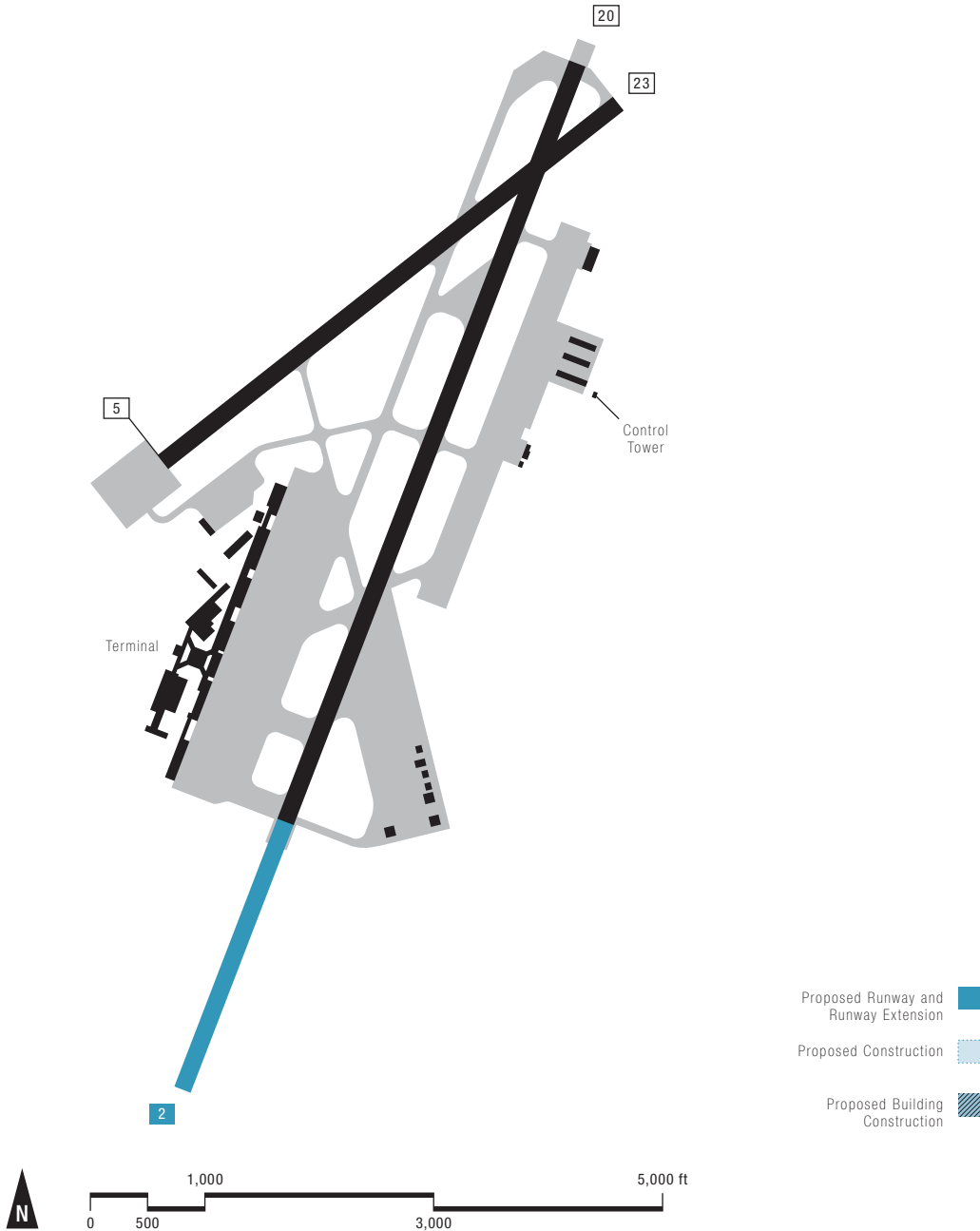
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





CA		33	 (M)	Enplanements			 (K)	Operations		
				5,196,451	5,566,100	6,164,548		449,050	395,653	371,579
				6.2				460		
				5.2				390		
				CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

OGG – Kahului Airport

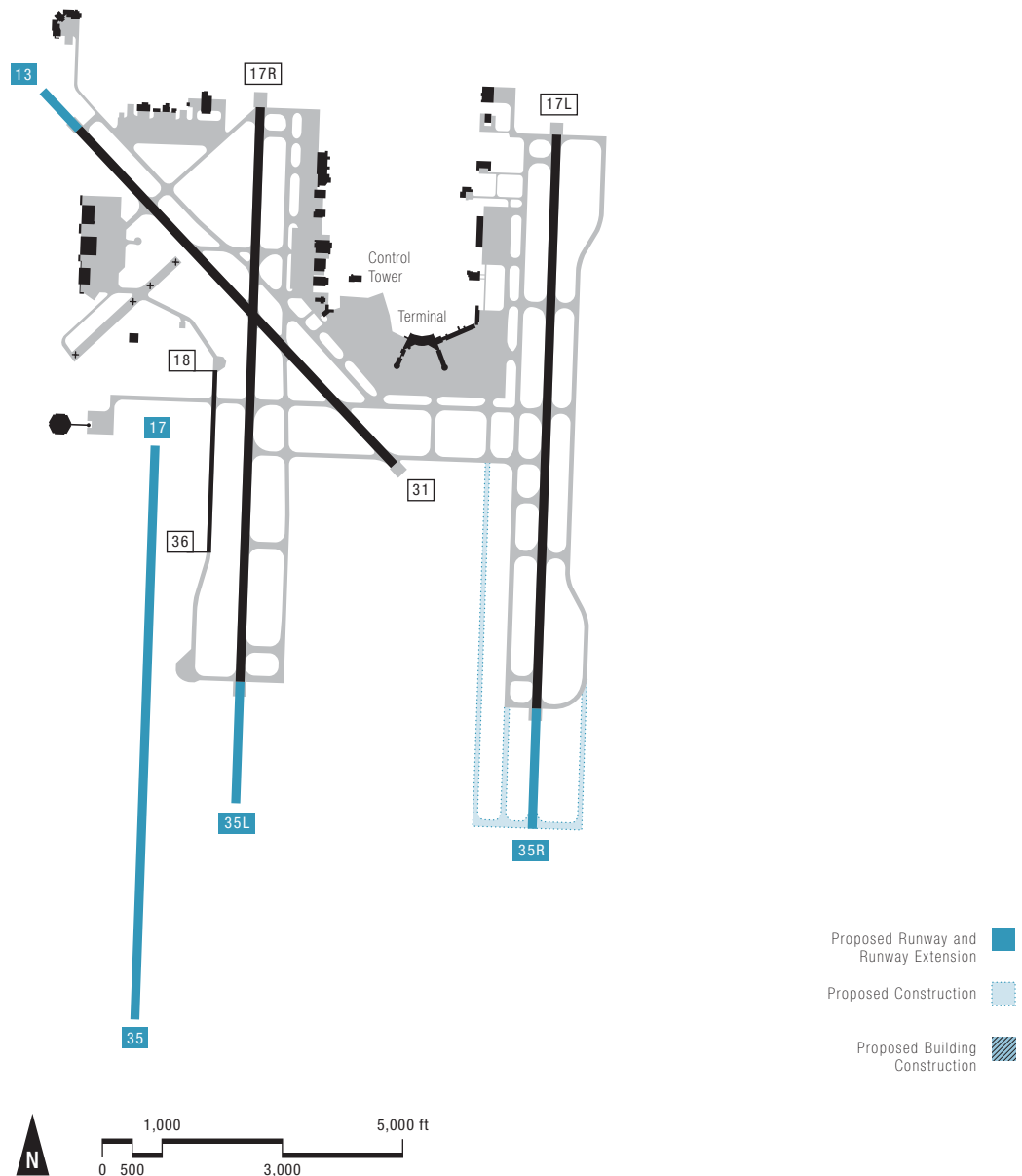
There are no new runway or runway extension projects proposed, or currently under construction at this airport.



HI	56	 (M)	Enplanements			 (K)	Operations		
			2,999,863	2,777,692	2,663,824		174,855	160,324	157,868
		3.0							
		2.7	CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

OKC – Oklahoma City Will Rogers World Airport

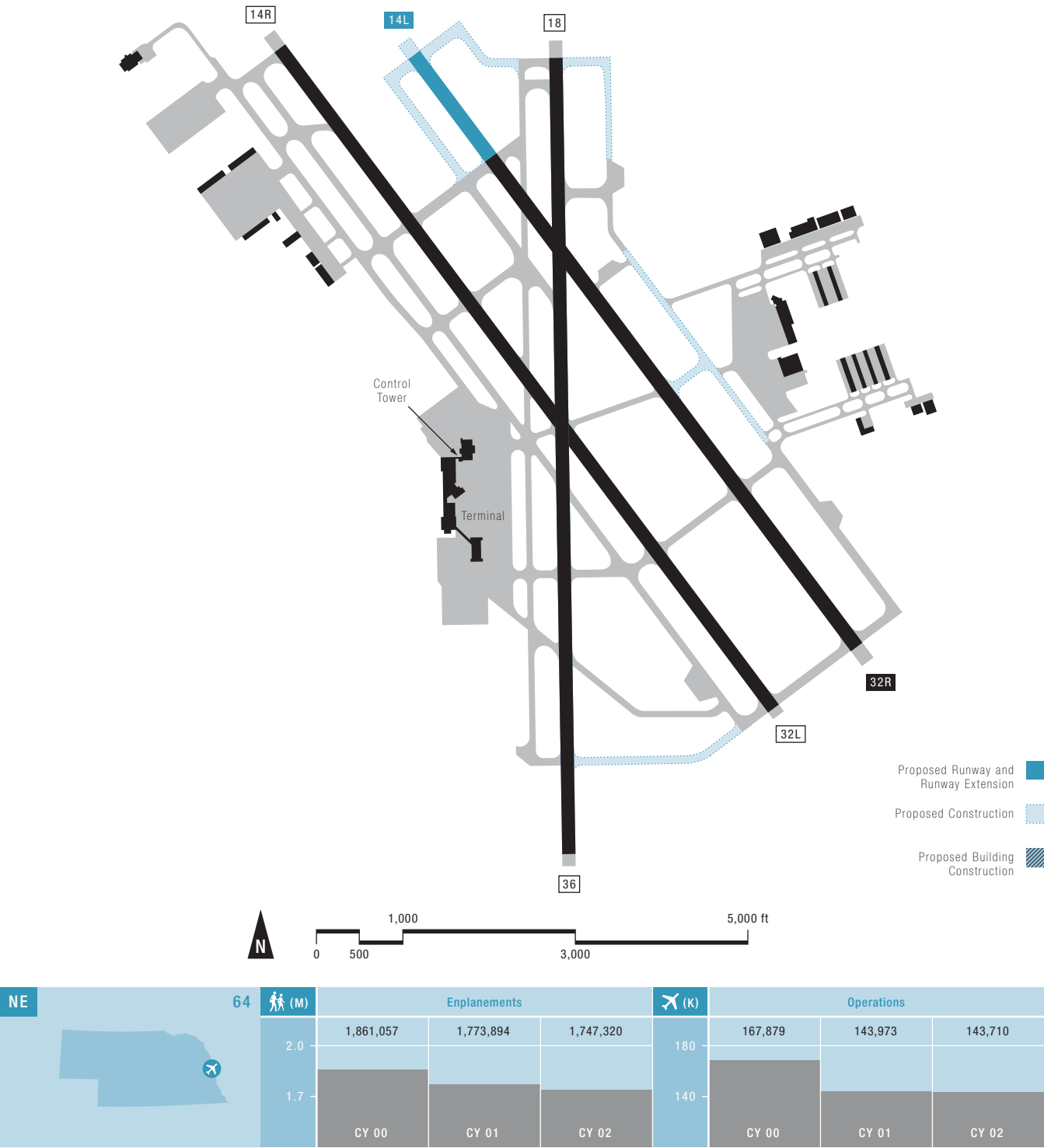
Construction of a new west parallel runway 1,600 ft. west of Runway 17/35 is reflected on the ALP. Estimated cost of construction is \$13 million. Extensions to both north/south runways, Runways 17L/35R and 17R/35L, are also planned. The estimated cost of extending the runways is \$8 million each. Construction of the extension to Runway 17R/35L is expected to start in 2010 and be completed by 2014. A 2,200 ft. extension to the northwest of Runway 13/31 is planned as well. Relocation of MacArthur Boulevard may begin in 2003, with runway completion in 2010. The cost is estimated at \$11.6 million.



OK	69	✈️ (M)	Enplanements			✈️ (K)	Operations		
			1,739,169	1,675,889	1,579,179		160,083	176,499	169,437
		1.8				180			
		1.6				160			
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

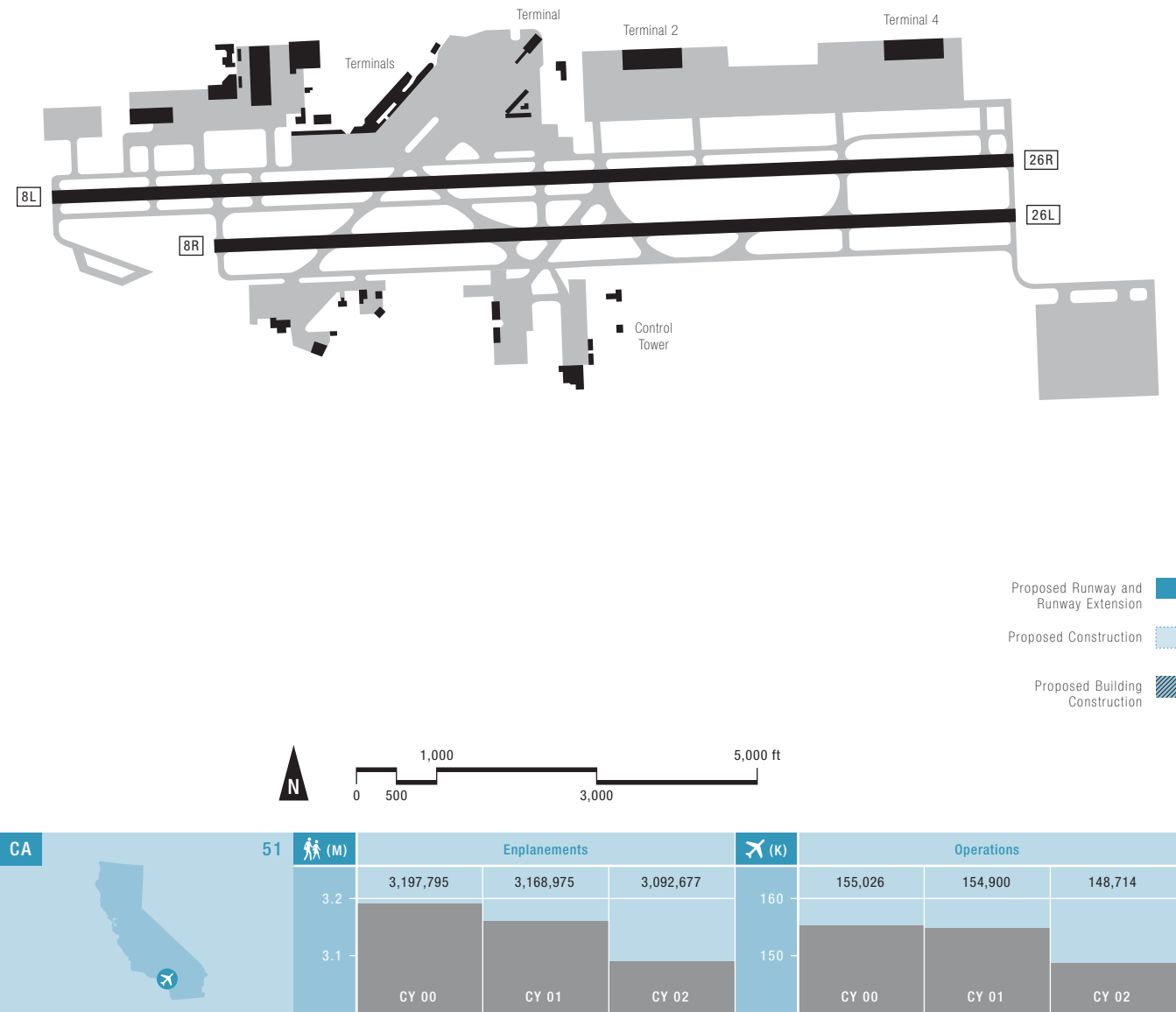
OMA – Omaha Eppley Airfield

An extension of Runway 14L/32R to 7,000 feet at an estimated cost of \$10.8 million, is expected to be completed in 2005.



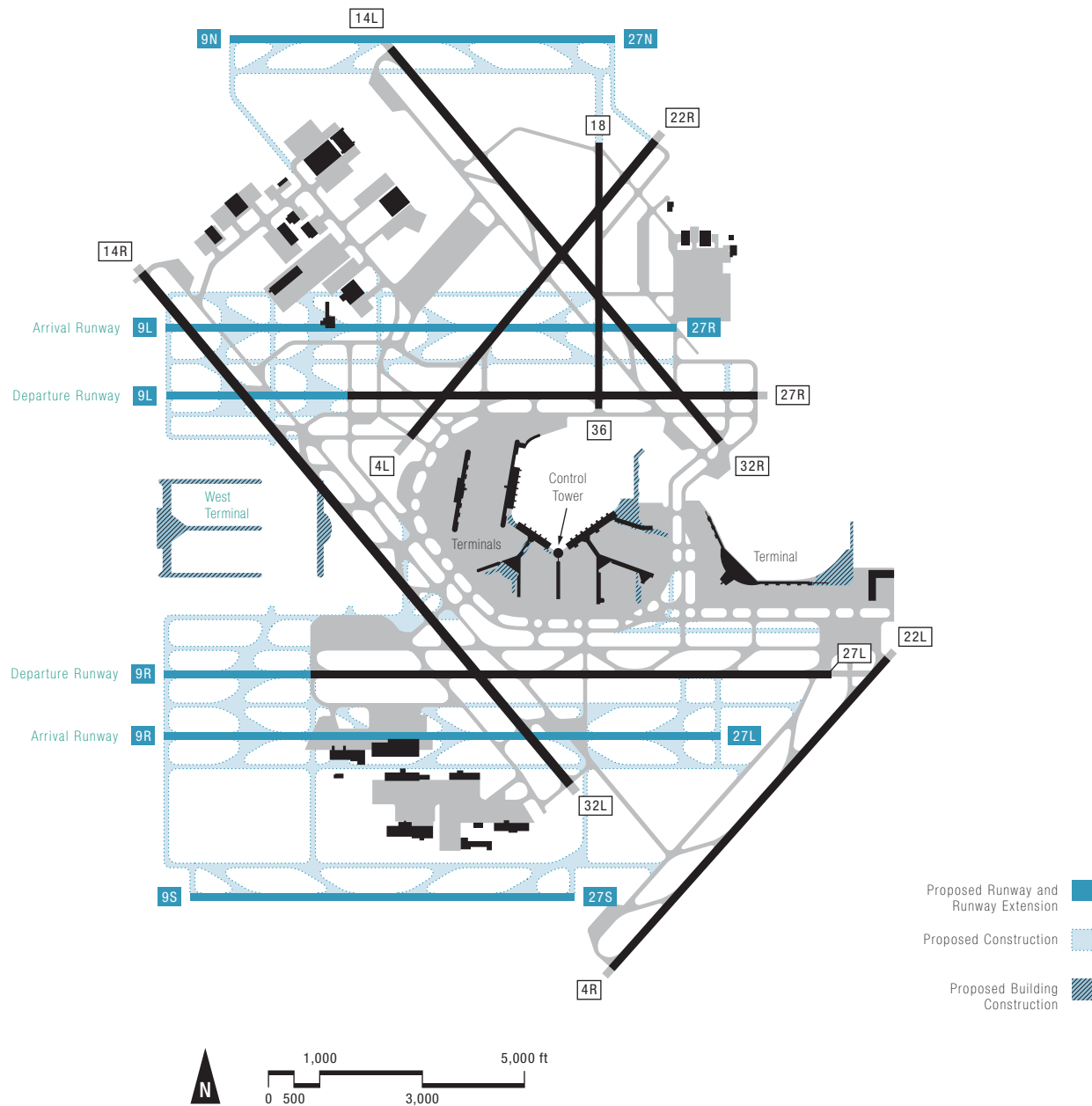
ONT – Ontario International Airport

Plans are proposed for a runway reconstruction that will be operational in 2005, at an estimated cost of \$34.2 million.



ORD – Chicago O’Hare International Airport

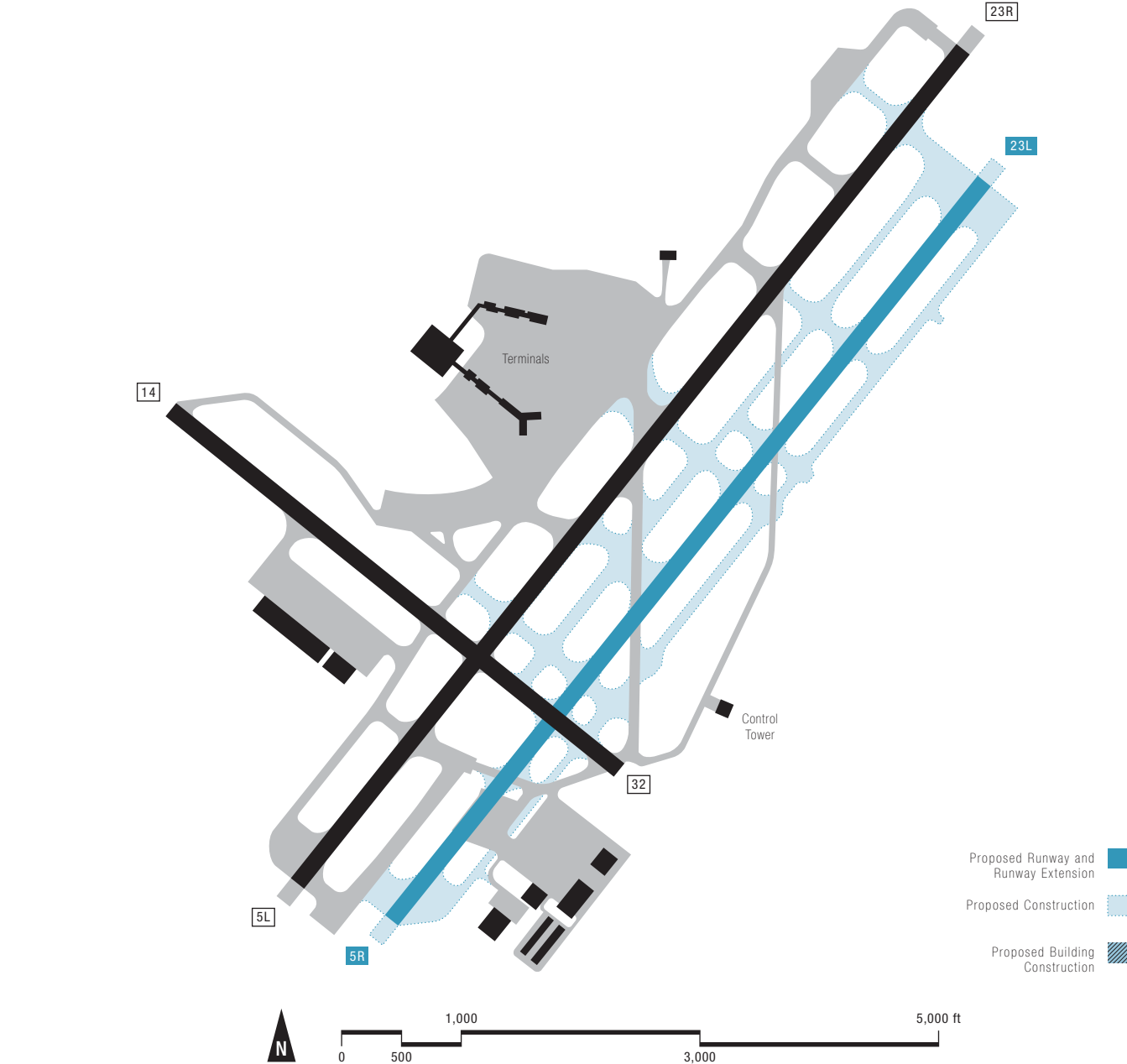
The O’Hare Modernization Plan currently consists of constructing one new runway and relocating three of the existing seven runways along with the required new taxiways to provide a new airfield configuration with six runways in the 9/27 direction and two in the 4/22 direction. Airfield construction, estimated at \$2.5 billion, will be phased over several years with the construction of the first new runway beginning in 2004. This new configuration will reduce IFR delays by 95 percent and overall delays at O’Hare by 79 percent.






IL	2	✈️ (M)	Enplanements			✈️ (K)	Operations		
			33,845,895	31,529,561	31,706,328		908,977	911,861	922,787
	35	32				925			
			CY 00	CY 01	CY 02	900	CY 00	CY 01	CY 02

ORF – Norfolk International Airport

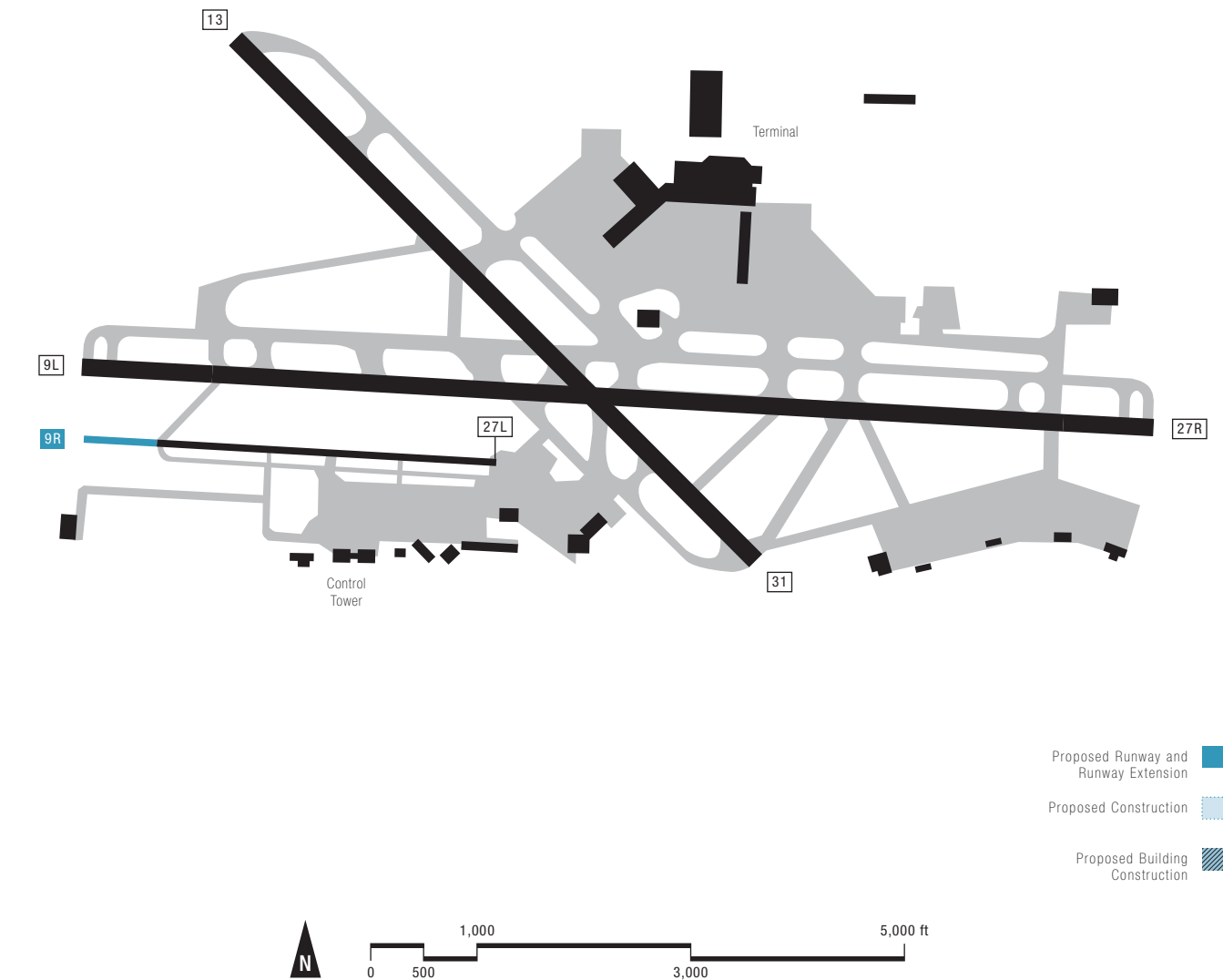
A new parallel Runway 5R/23L will be constructed between 2004 and 2006 at a cost of \$120 million. An Environmental Review is currently underway.






VA		66	 (M)	Enplanements			 (K)	Operations		
		1.8	1,518,552	1,478,687	1,731,105	140	133,856	119,320	126,465	
			1.5							
		CY 00	CY 01	CY 02		CY 00	CY 01	CY 02		

PBI – Palm Beach International Airport

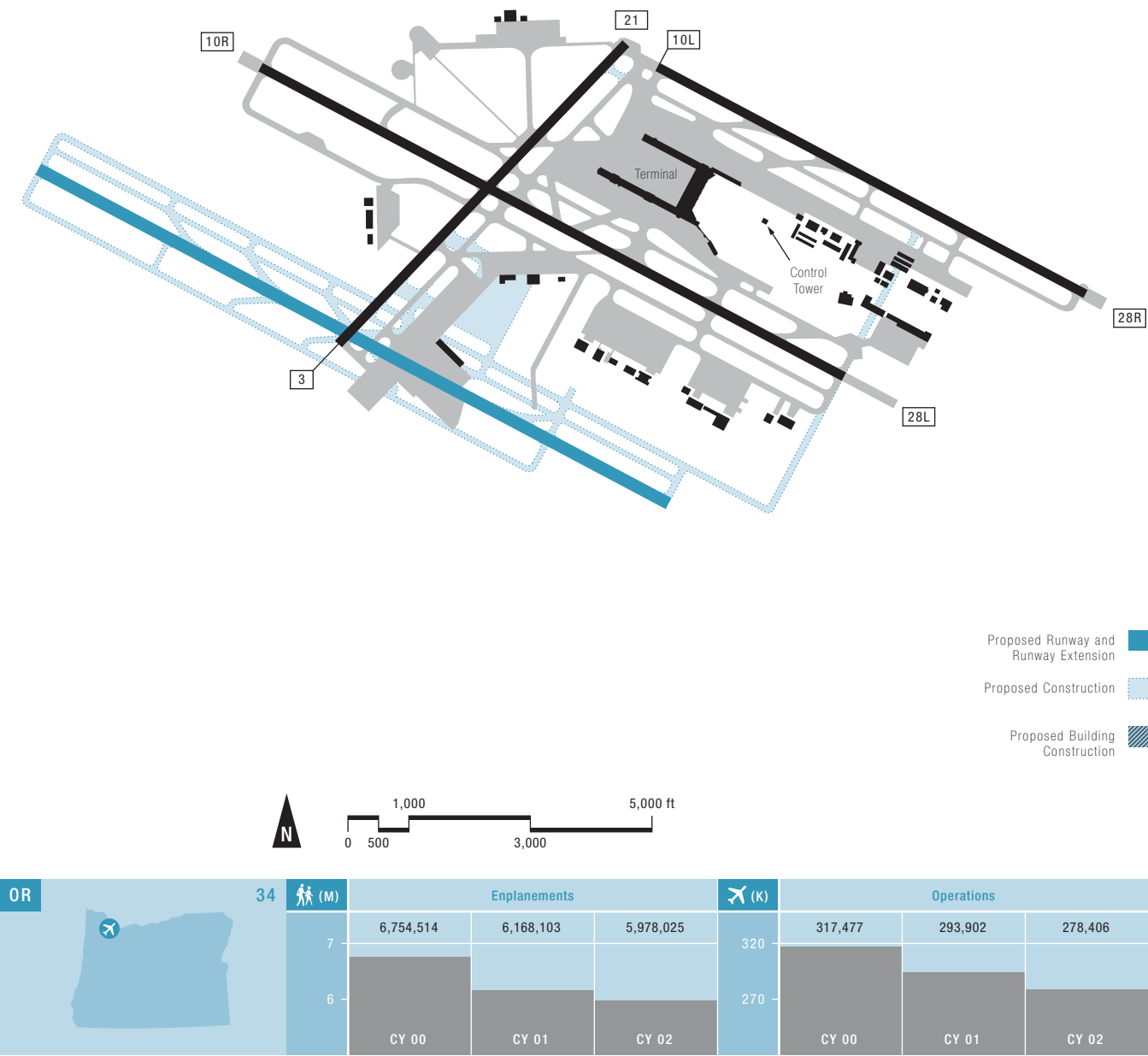
Runway 9L/27R is planned to be extended 1,200 ft. to the west and 811 ft. to the east, for a total length of 10,000 ft. The total estimated project cost is \$9 million. An Environmental Assessment was completed and a Finding of No Significant Impact (FONSI) was issued in April 1998. Construction was completed in 2000. The runway thresholds will remain in their present locations; therefore, the extended length will only be used for departures.



FL		55	 (M)	Enplanements			 (K)	Operations		
				2,928,658	2,954,015	2,716,514		214,327	212,640	189,805
				3.0				220		
				2.5				190		
				CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

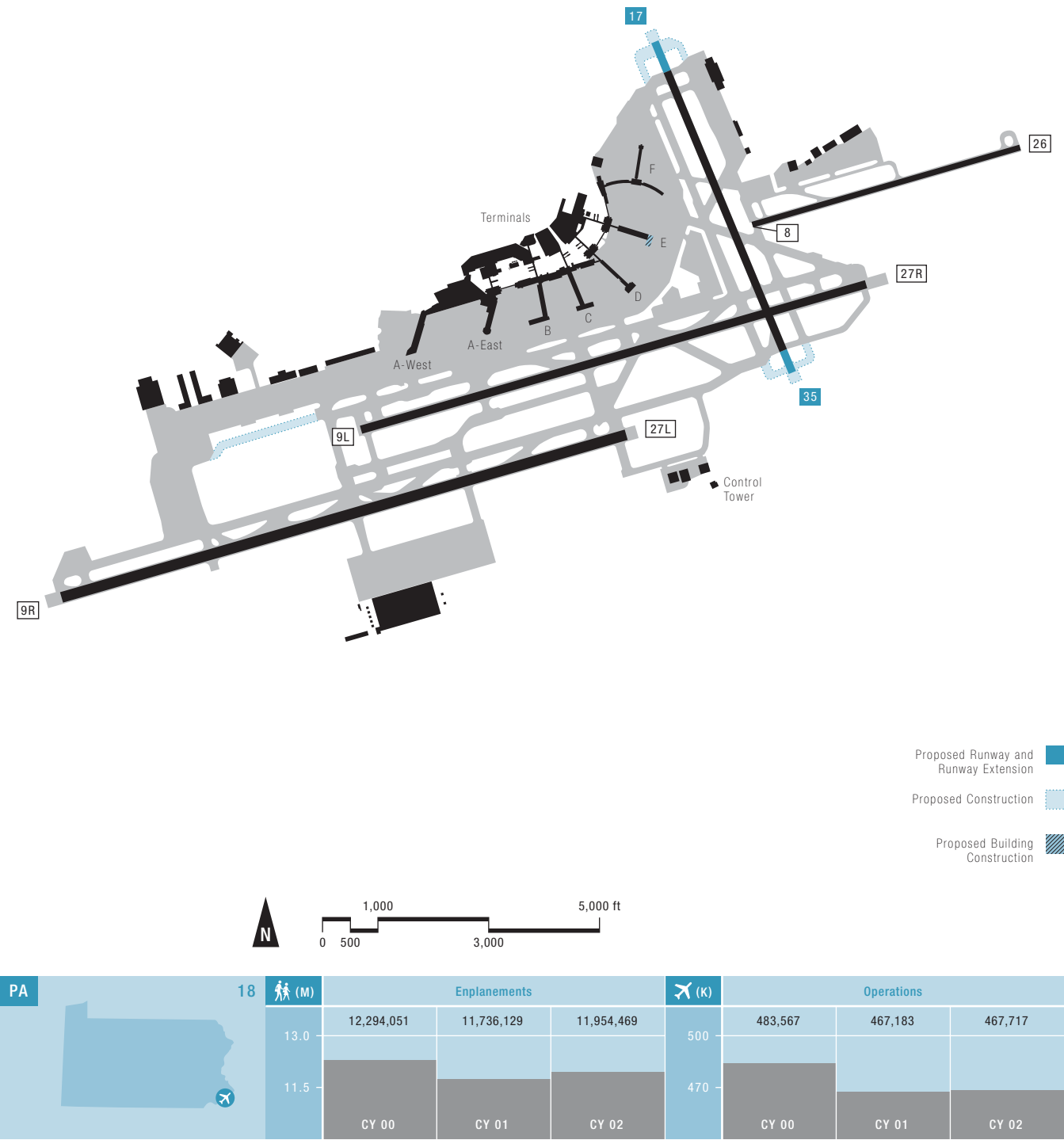
PDX – Portland International Airport

An update of the 1996 Capacity Enhancement Plan was completed in an initial phase in 2001, with the final phase to be completed in 2003. The update evaluated development of a third parallel runway south of the existing parallel runways with associated taxiways (not shown) under construction after 2020, and constructing an additional terminal or expanding the existing terminal. The update also evaluated the capacity benefit or impact of the new parallel runway under various operating scenarios. Two new connecting taxiways are proposed over the next five years to reduce runway occupancy times on Runway 10R/28L and congestion on the south parallel taxiway.



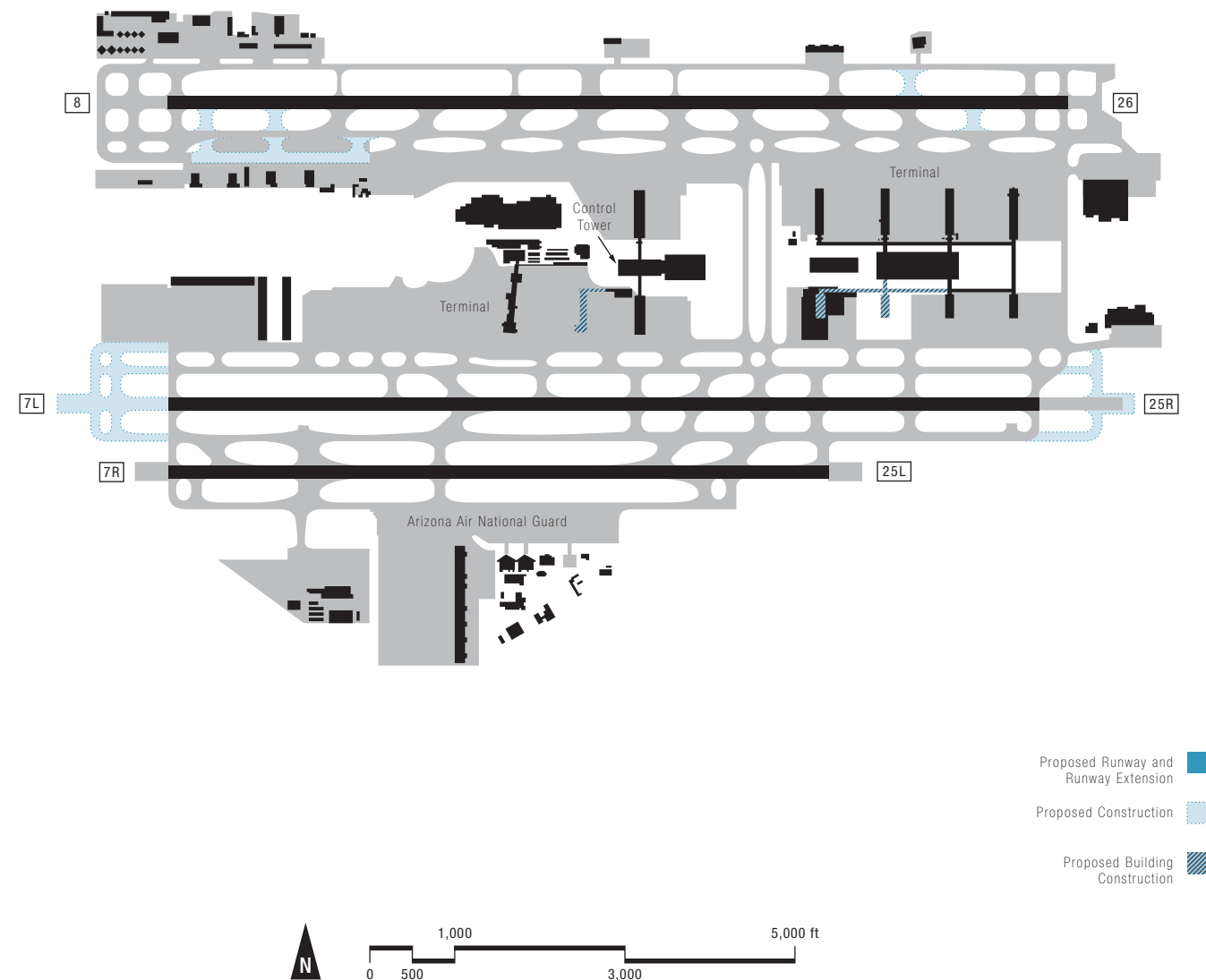
PHL – Philadelphia International Airport

A major terminal expansion project, including the 13 International Terminal A-West opened in May of 2003, at a cost of \$687 million. An extension of approximately 1,040 feet is planned for Runway 17/35 (currently 5,460 feet), and an expansion to Concourse E is currently underway. Additionally, the ongoing master plan has identified a number of potential longer-term airfield development/expansion alternatives.



PHX – Phoenix Sky Harbor International Airport

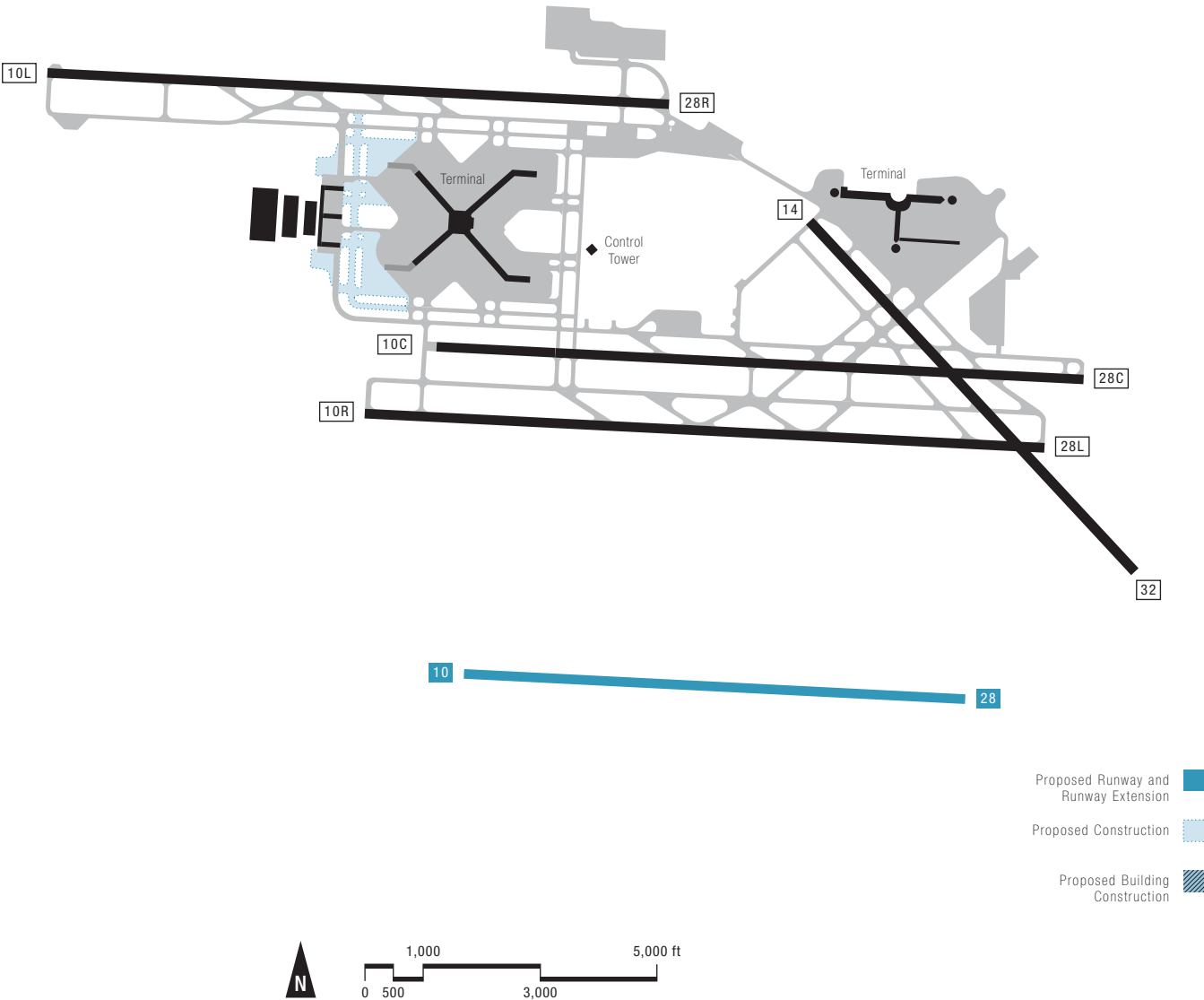
Resurfacing of runway 7L/25R in concrete at a cost of \$66 million scheduled to be completed in 2003. Terminal 4, N1 Concourse apron infill project completed in 2003, along with demolition of ARFF Station 19. Two new ARFF stations 19 and 26 construction completed fall 2002. New ATCT east of Terminal 3 groundbreaking fall 2003 with scheduled completion mid-2005 at a cost of \$54 million. International pedestrian walkway project to be completed fall 2003 at a cost of \$16.2 million. Consolidation rental car facility west of Airport is in design and development stages with on-site construction beginning end of 2003, completion in late 2005, at a cost of \$252 million. Initial design stages of automated people mover \$700 million project schedule for completion 2011. Proposed future reconstruction of Taxiway Sierra bridge.





AZ	5	(M)	Enplanements			(K)	Operations		
			18,094,251	17,478,622	17,271,519		638,757	606,666	590,329
	19					660			
	17					560			
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

PIT – Greater Pittsburgh International Airport

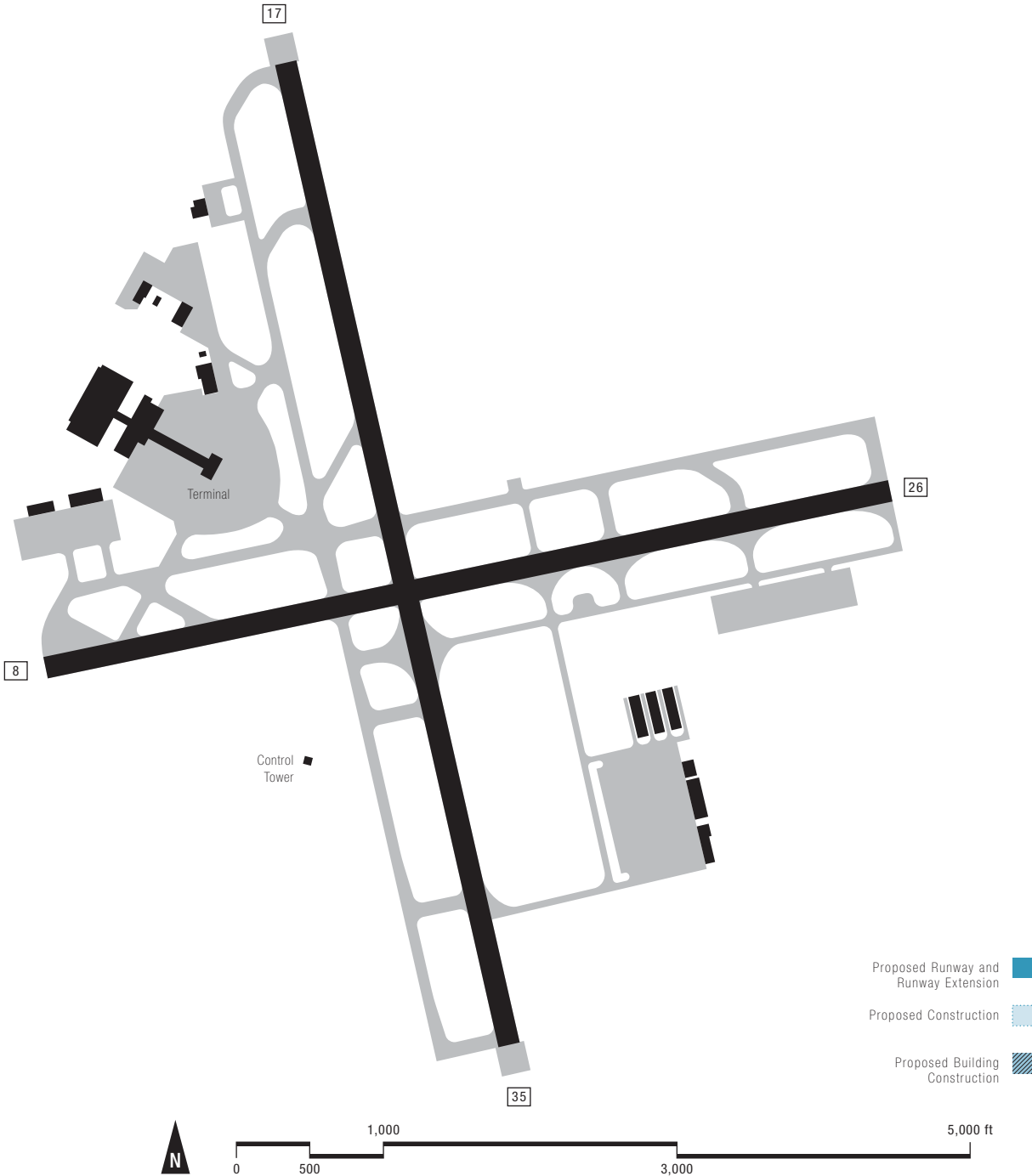
The ongoing Master Plan has recommended that at least two new runways will be needed within a 20-year planning period to accommodate projected Baseline (normal growth) forecast demands and achieve acceptable aircraft delay times and associated delay costs. The southern parallel will be located approximately 4,300 ft. south of existing Runway 10R/28L and should be operational by the time the airport reaches 495,000 annual aircraft operations. The Master Plan was completed in 2001.






PA	26	 (M)	Enplanements			 (K)	Operations		
			9,871,995	9,939,223	8,975,111		448,181	451,180	424,977
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

PNS – Pensacola Regional Airport

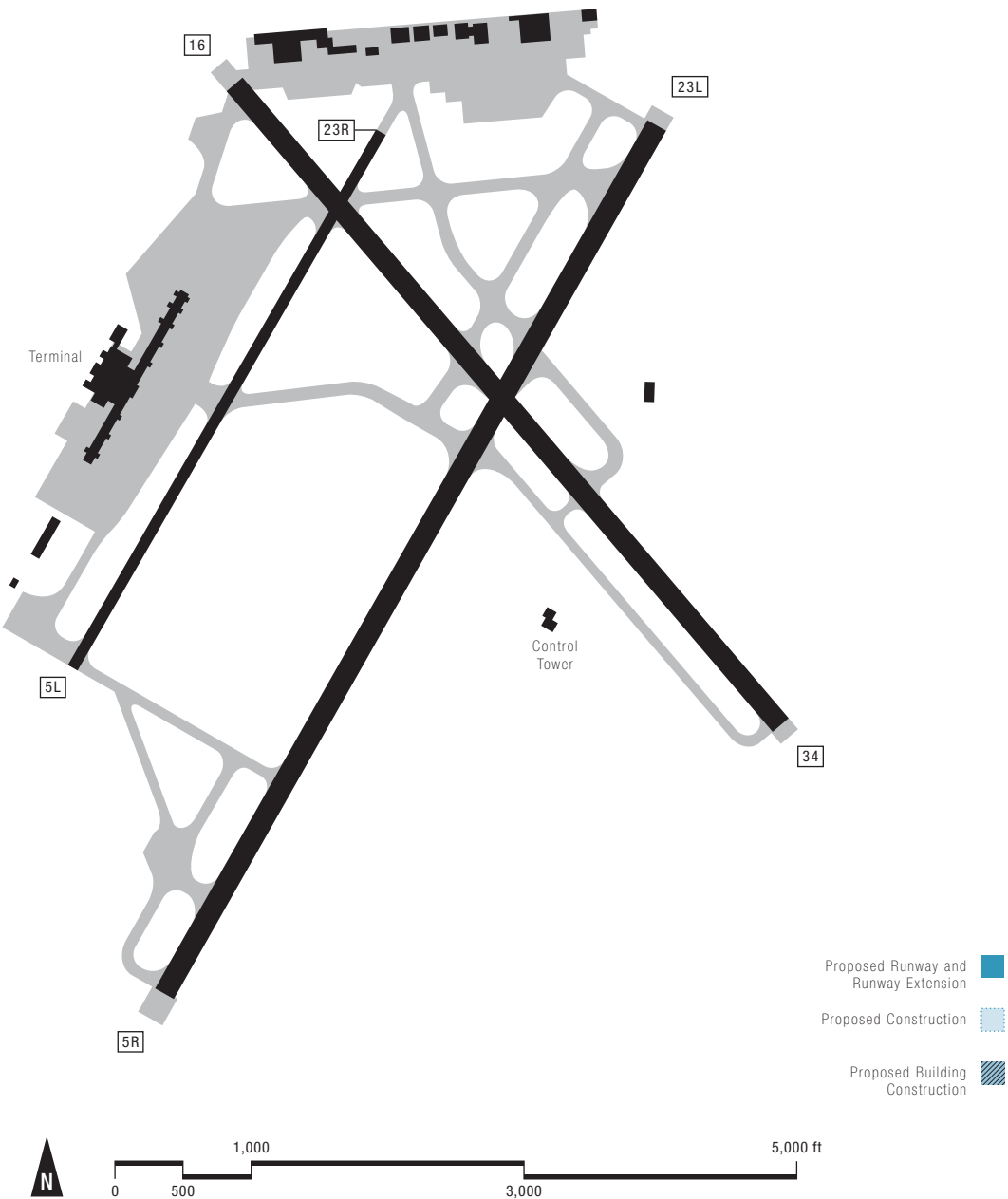
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.






FL		96	 (M)	Enplanements			 (K)	Operations			
				524,811	520,953	665,881		135	117,791	116,501	130,794
				0.8							
				0.4				115			
				CY 00	CY 01	CY 02			CY 00	CY 01	CY 02

PVD – T.F. Green Airport

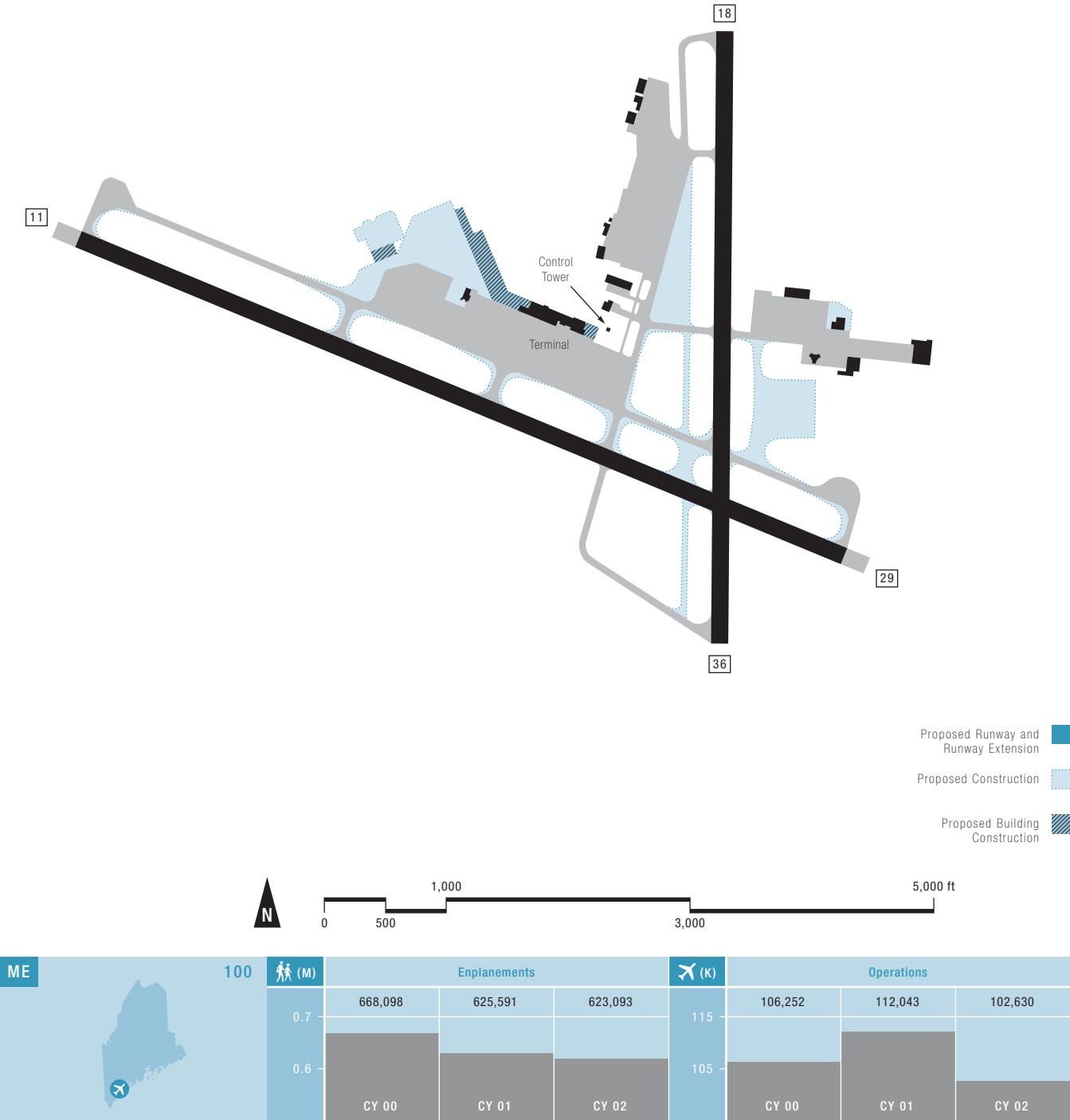
Runway 5L/23R is planned to be decommissioned during June of 2003. It will be utilized as full length taxiway. T.F. Green Airport is currently in the process of updating its airport master plan.



RI		57	 (M)	Enplanements			 (K)	Operations		
				2,684,204	2,751,762	2,662,721		155,545	148,336	141,774
				3.0				160		
				2.5				140		
					CY 00	CY 01		CY 02		CY 00

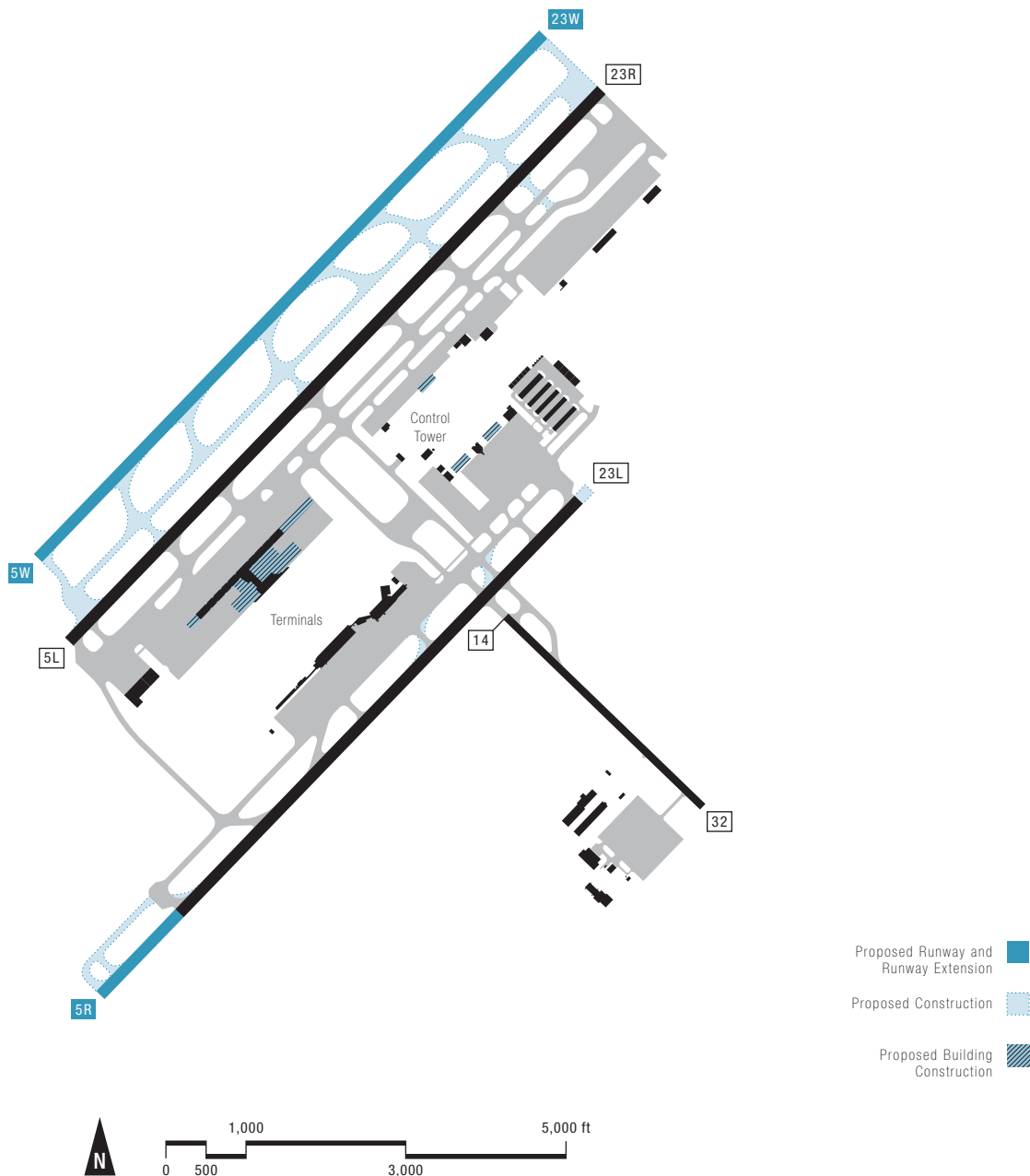
PWM – Portland International Jetport




The design is completed for a 400 ft. extension to the west end of runway 11/29, an upgrade to CAT III for runway 11/29, and complete rehabilitation of runway 11/29 and associated taxiways. Construction of the 11/29 runway extension will begin in 2002.



RDU – Raleigh-Durham International Airport

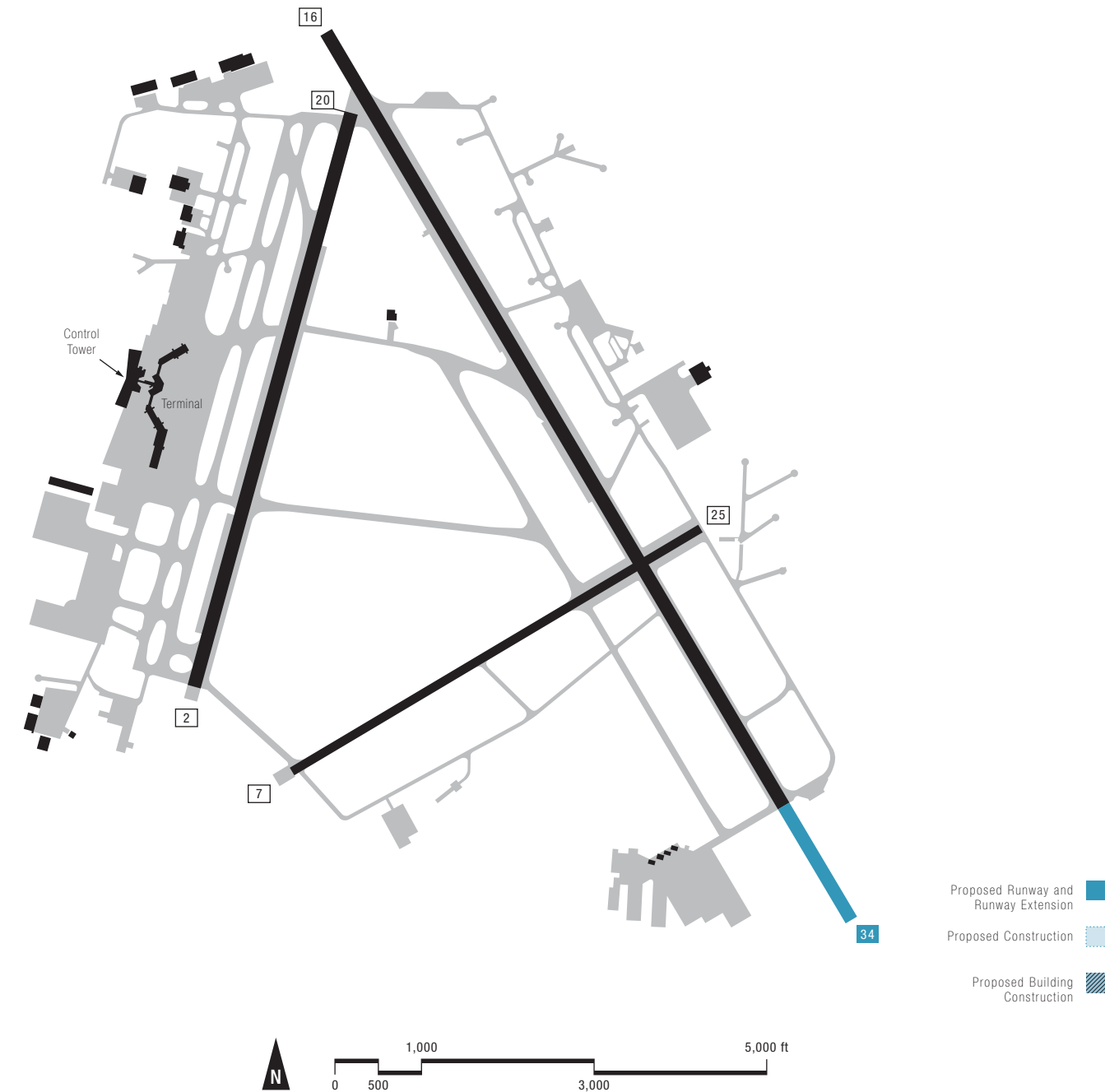
A new 8,000-ft. parallel Runway 5W/23W, located 3,000-4,300 ft. west of existing Runway 5L/23R, is planned for the future (beyond 2005). Also, a 1,500-ft. runway extension to the south end of existing Runway 5R/23L is planned following the construction of the new runway. This would bring the total useable length for landings and take-offs to 9,000 ft.






NC		42		Enplanements				Operations				
				6	5,191,077	4,890,606		4,198,873	300	296,434	273,687	240,362
				4					250			
					CY 00	CY 01		CY 02		CY 00	CY 01	CY 02

RIC – Richmond International Airport

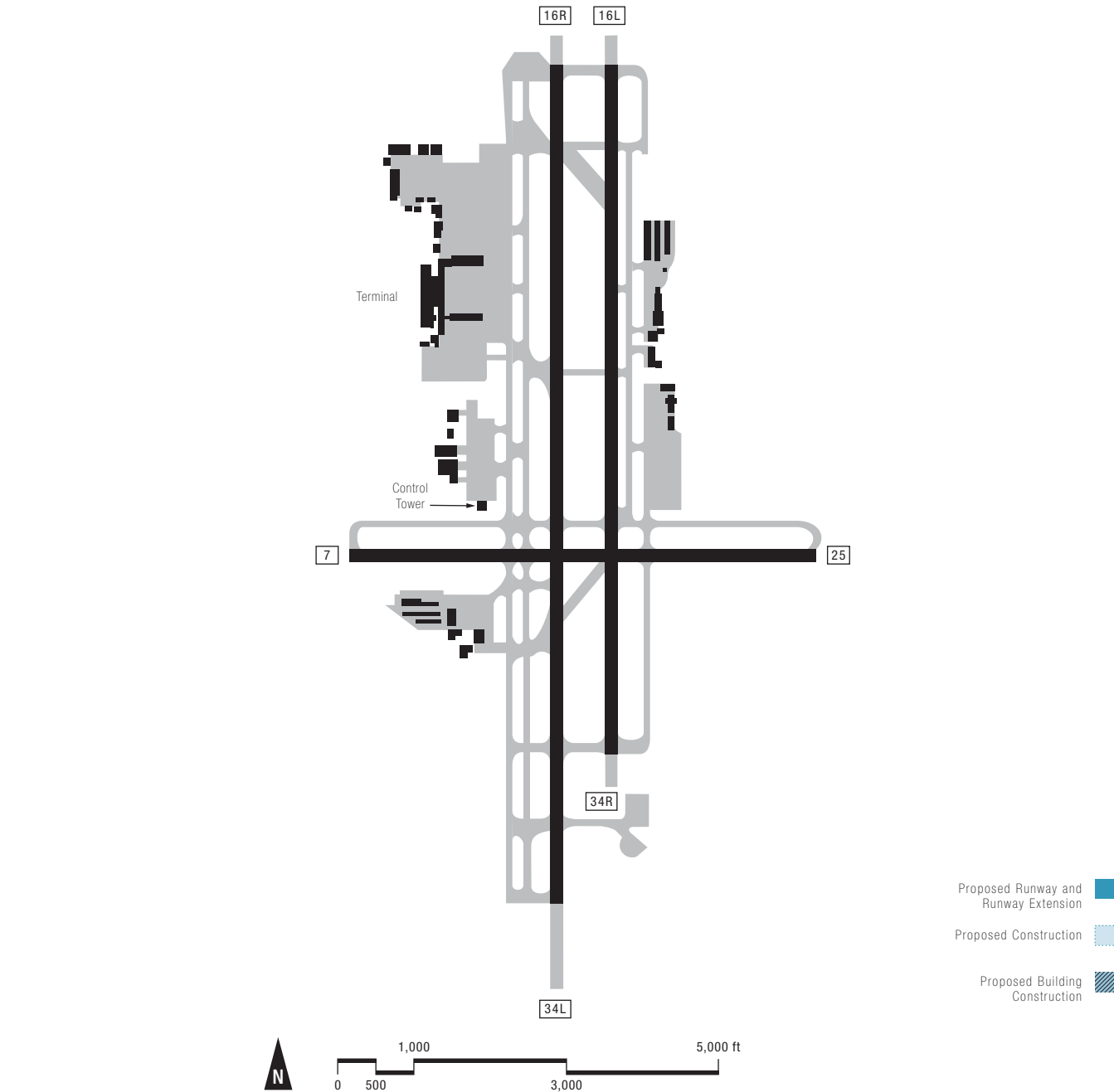
An extension of Runway 16/34 is under design. Construction has been delayed until after 2005.






VA		81	 (M)	Enplanements			 (K)	Operations		
				1,330,487	1,187,681	1,168,023		149,918	144,902	133,269
				1.4				160		
				1.2				135		
				CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

RNO – Reno Tahoe International Airport

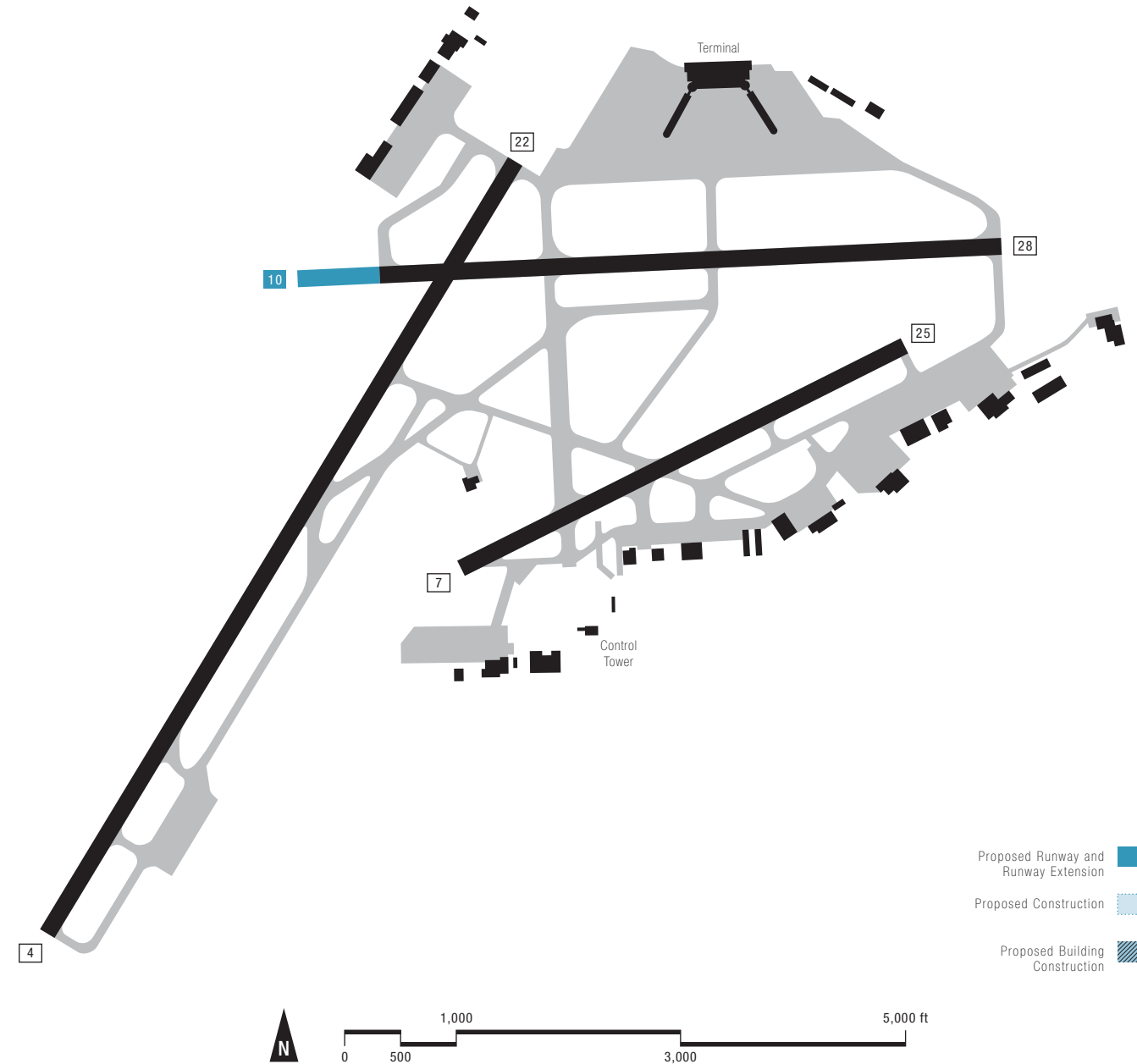
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.






NV		62	 (M)	Enplanements			 (K)	Operations				
				3	2,732,837	2,388,923		2,170,828	160	149,873	139,663	145,036
				2					140			
					CY 00	CY 01		CY 02		CY 00	CY 01	CY 02

ROC – Greater Rochester International Airport

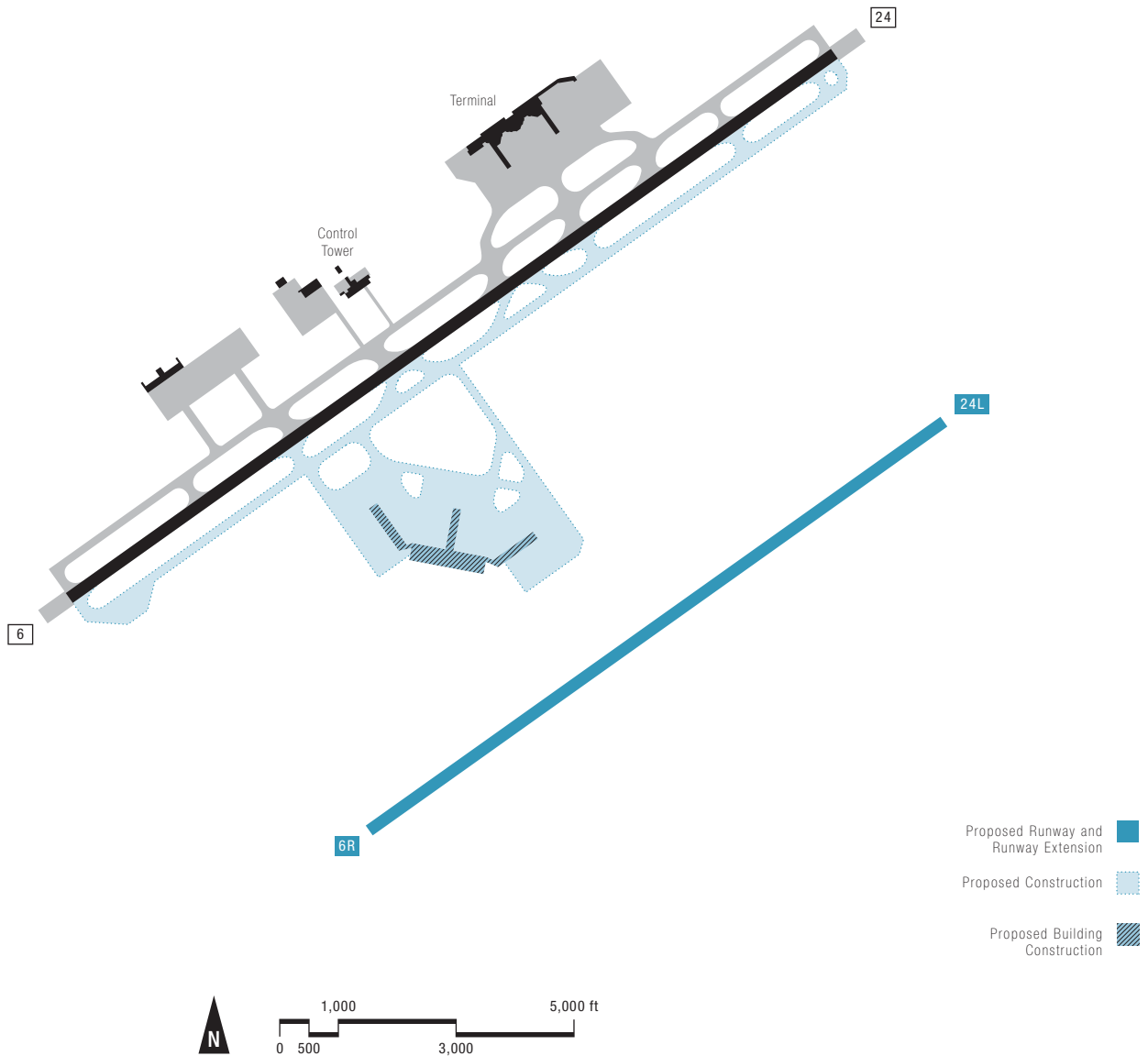
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.





NY		80	 (M)	Enplanements			 (K)	Operations		
				1,218,403	1,132,597	1,176,736		178,930	168,868	145,509
				1.3				180		
				1.1				150		
				CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

RSW – Fort Myers Southwest Florida International Airport

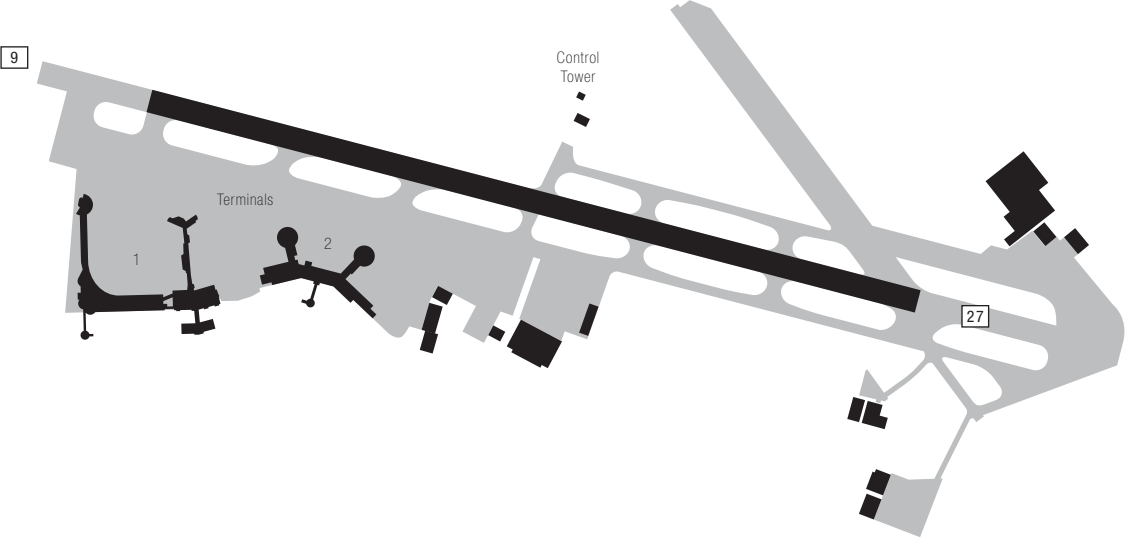
Planning is ongoing for a new 9,100 ft. parallel Runway 6R/24L, 5,385 ft. or more southeast of Runway 6/24. Construction is expected to begin in 2010. The new runway should be operational by 2012. The estimated cost of the project is \$120 million.



FL	58	 (M)	Enplanements			 (K)	Operations		
			2,574,322	2,596,005	2,551,187		77,376	75,779	74,152
			2.6				80		
			2.5				75		
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02




SAN – San Diego International Lindbergh Field

There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



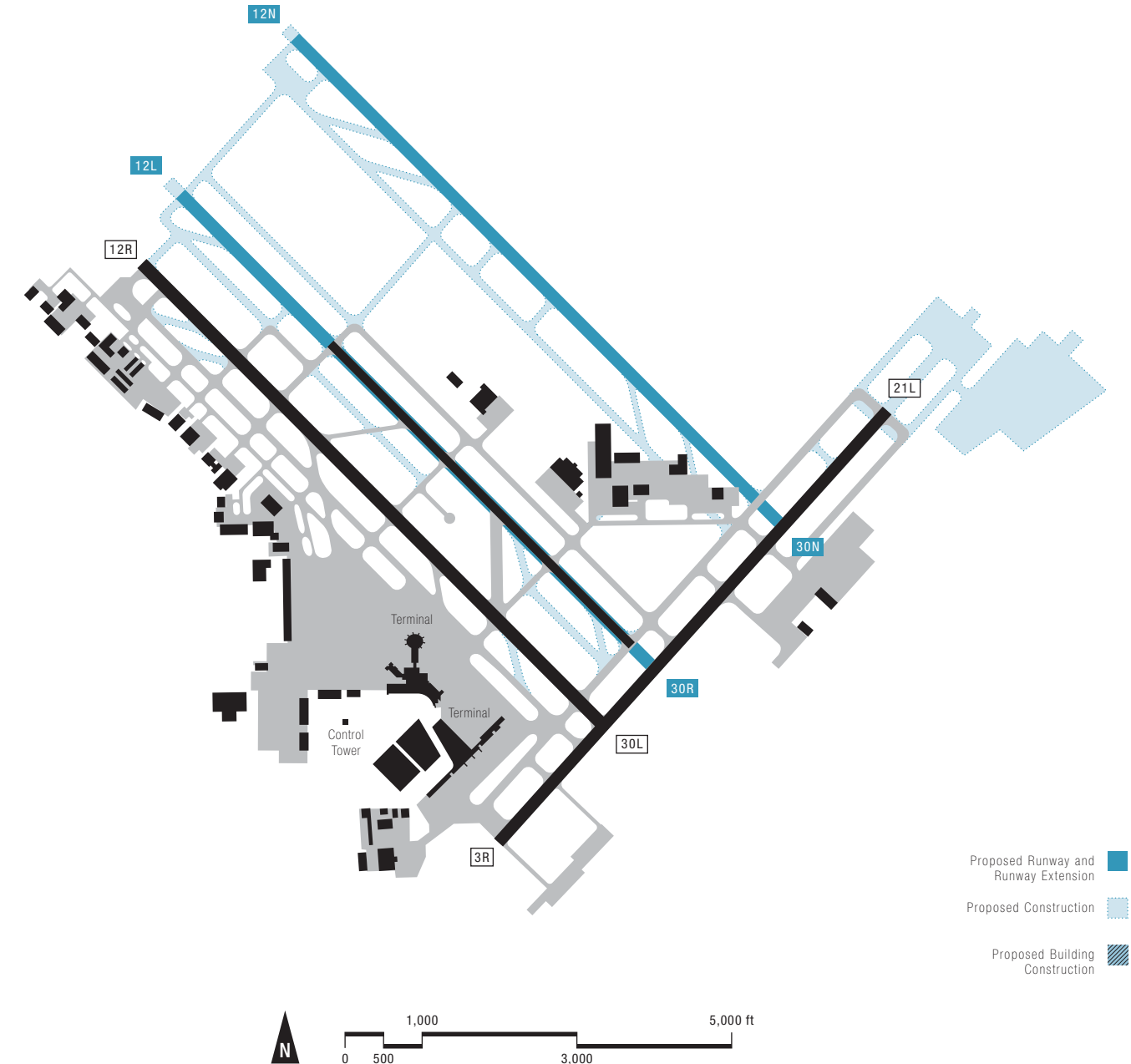
- Proposed Runway and Runway Extension
- Proposed Construction
- Proposed Building Construction






CA		31	 (M)	Enplanements			 (K)	Operations		
				7,898,360	7,506,320	7,392,389		207,916	206,848	206,605
				8.0				210		
				7.5	CY 00	CY 01	CY 02	205	CY 00	CY 01

SAT – San Antonio International Airport

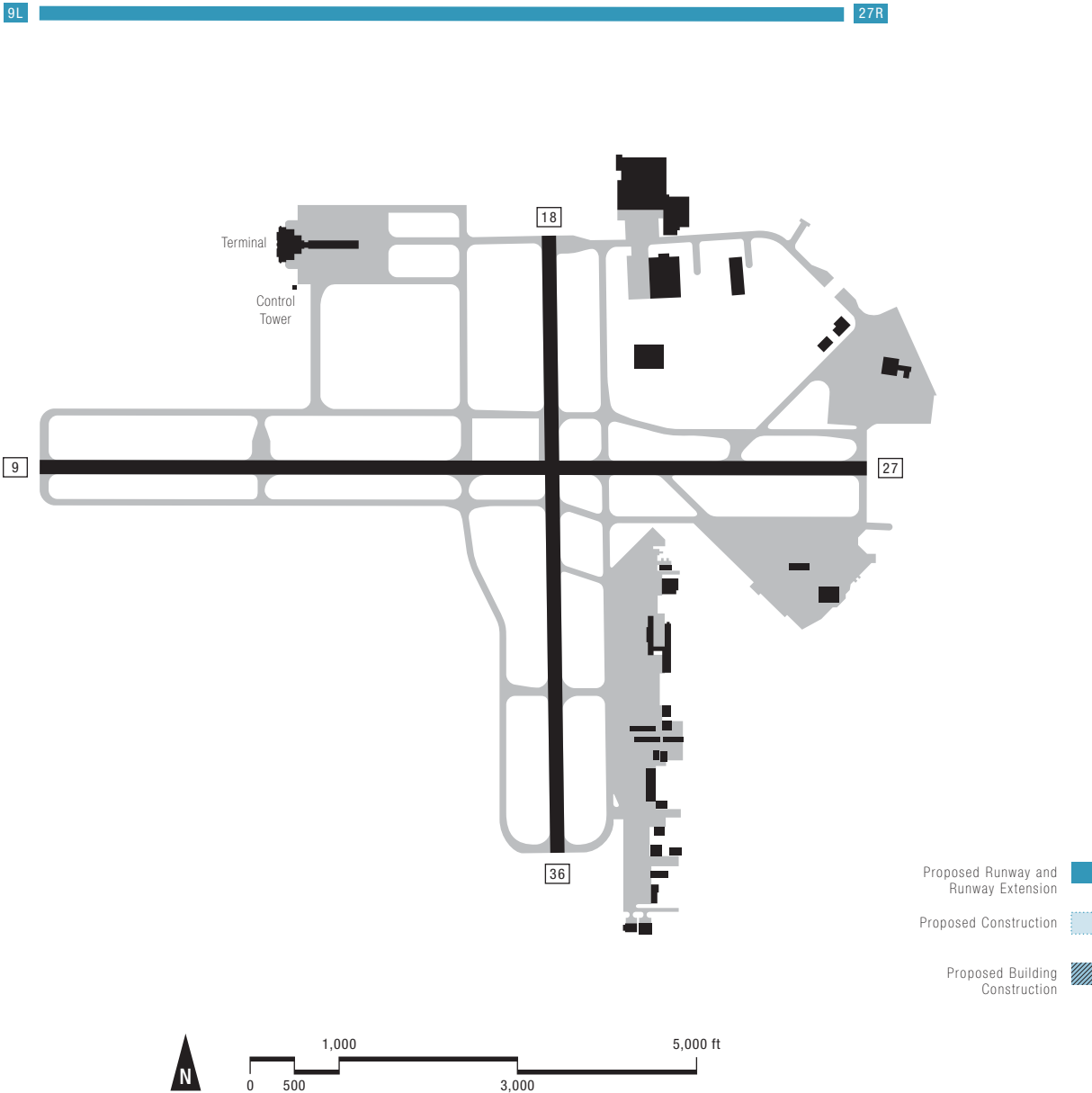
Reconstruction and extension of 12L/30R for air carrier operations is planned for completion by 2006. A third parallel runway, Runway 12N/30N, is in the long term planning, within 5-10 years. Taxiway and cargo ramp expansion were completed in 2000. Expansion of the terminal to 29 gates is planned for 2002.






TX		48	 (M)	Enplanements			 (K)	Operations			
				3,528,955	3,313,545	3,224,764		260	246,200	236,102	234,261
				3.6				260			
				3.3				230			
				CY 00	CY 01	CY 02		CY 00	CY 01	CY 02	

SAV – Savannah International Airport

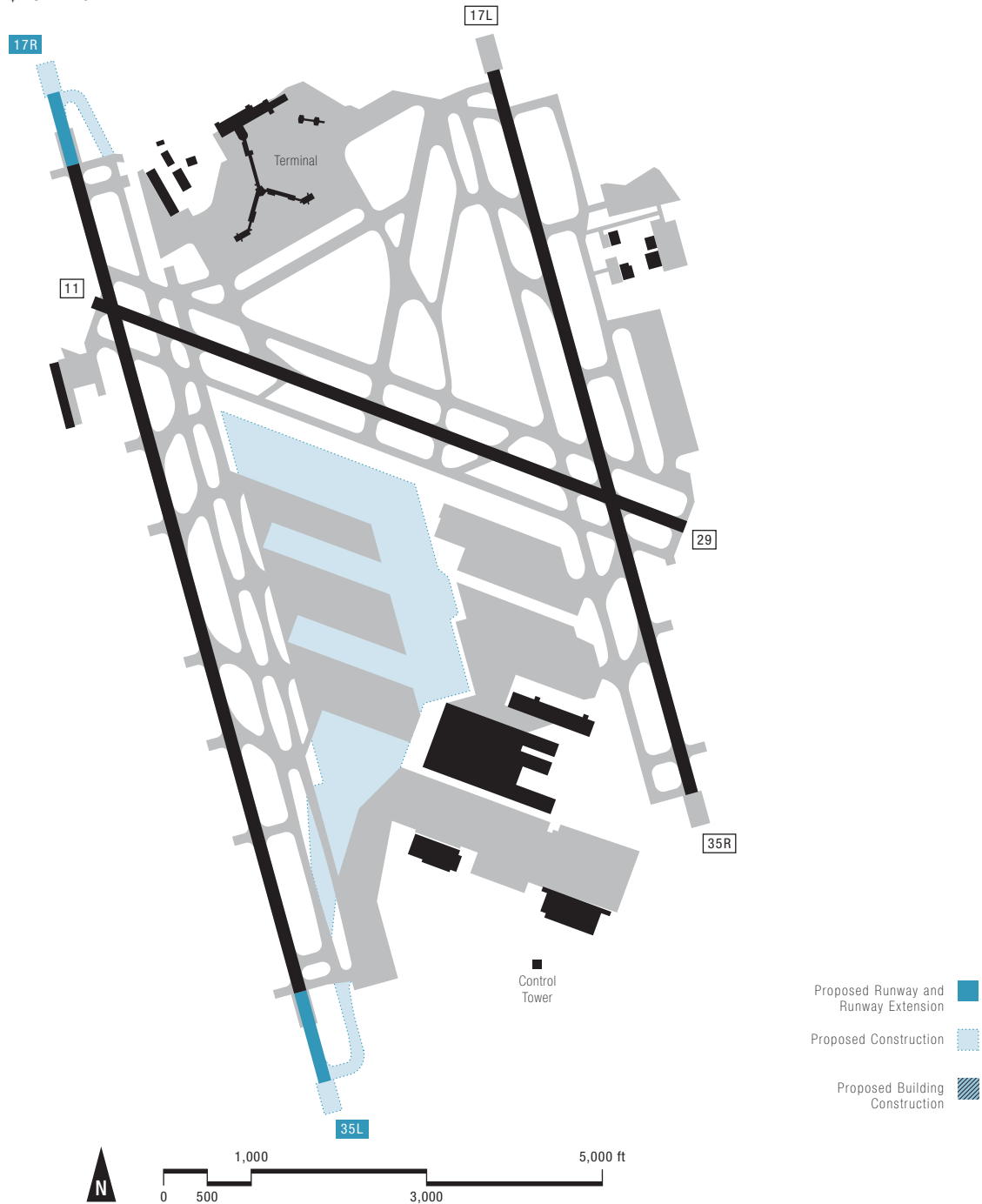
A new 9,000 ft. parallel Runway 9L/27R, approximately 5,000 ft. north of Runway 9/27, is expected to be constructed by 2020, with an estimated cost of \$20 million. This runway would allow independent parallel operations, thereby potentially doubling hourly capacity.





GA		88	 (M)	Enplanements			 (K)	Operations		
				879,821	836,791	846,683		112,614	109,047	114,318
				0.9				116		
				0.8				108		
				CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

SDF – Louisville International Airport

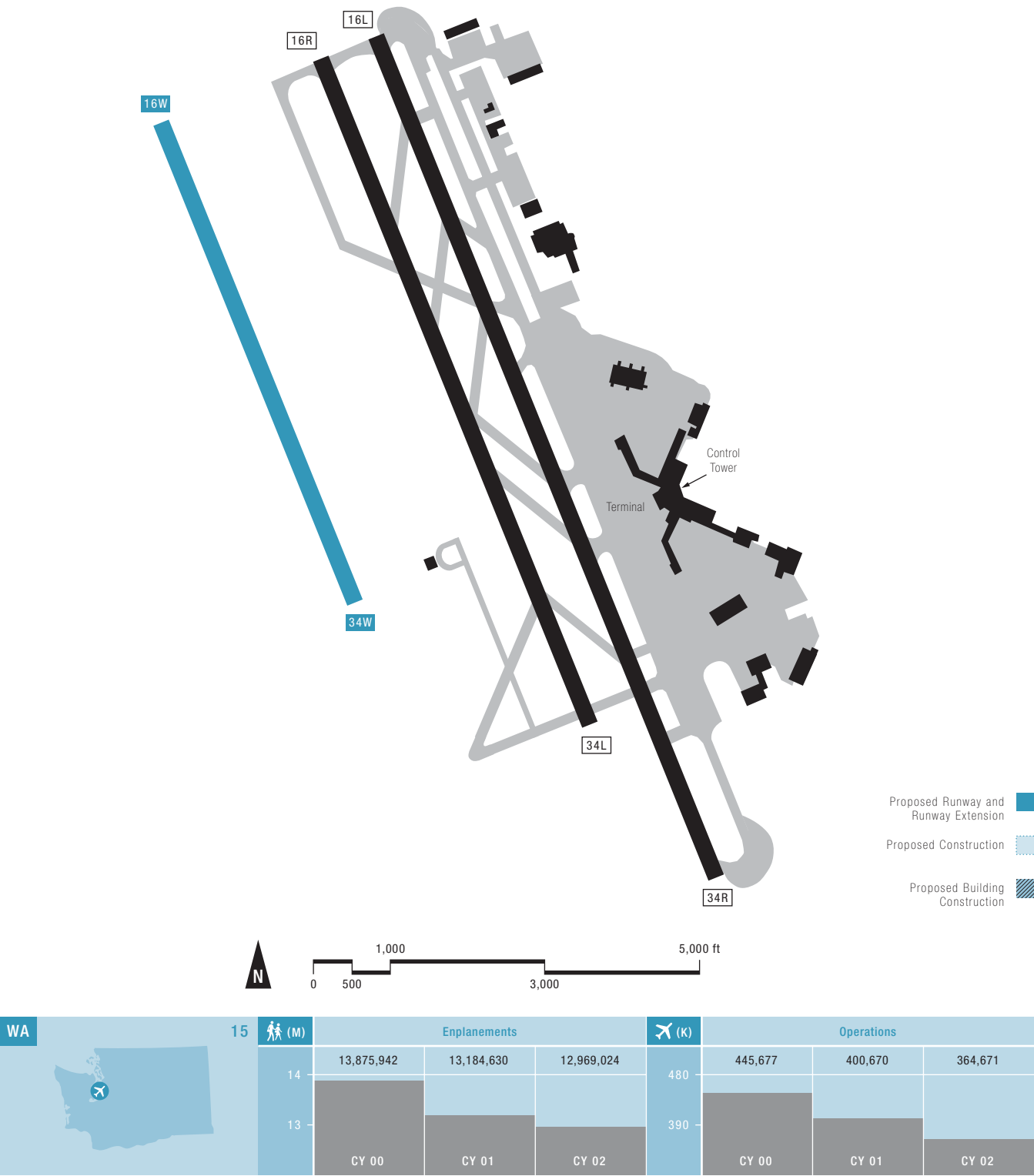
Runway 17R/35L will be extended on both ends for a total extension length of 1890 feet. The project will start in 2003 and be complete late 2004, at a cost of \$18 million.



KY	65	 (M)	Enplanements			 (K)	Operations		
			1,974,269	1,876,499	1,740,526		181,535	175,852	177,489
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

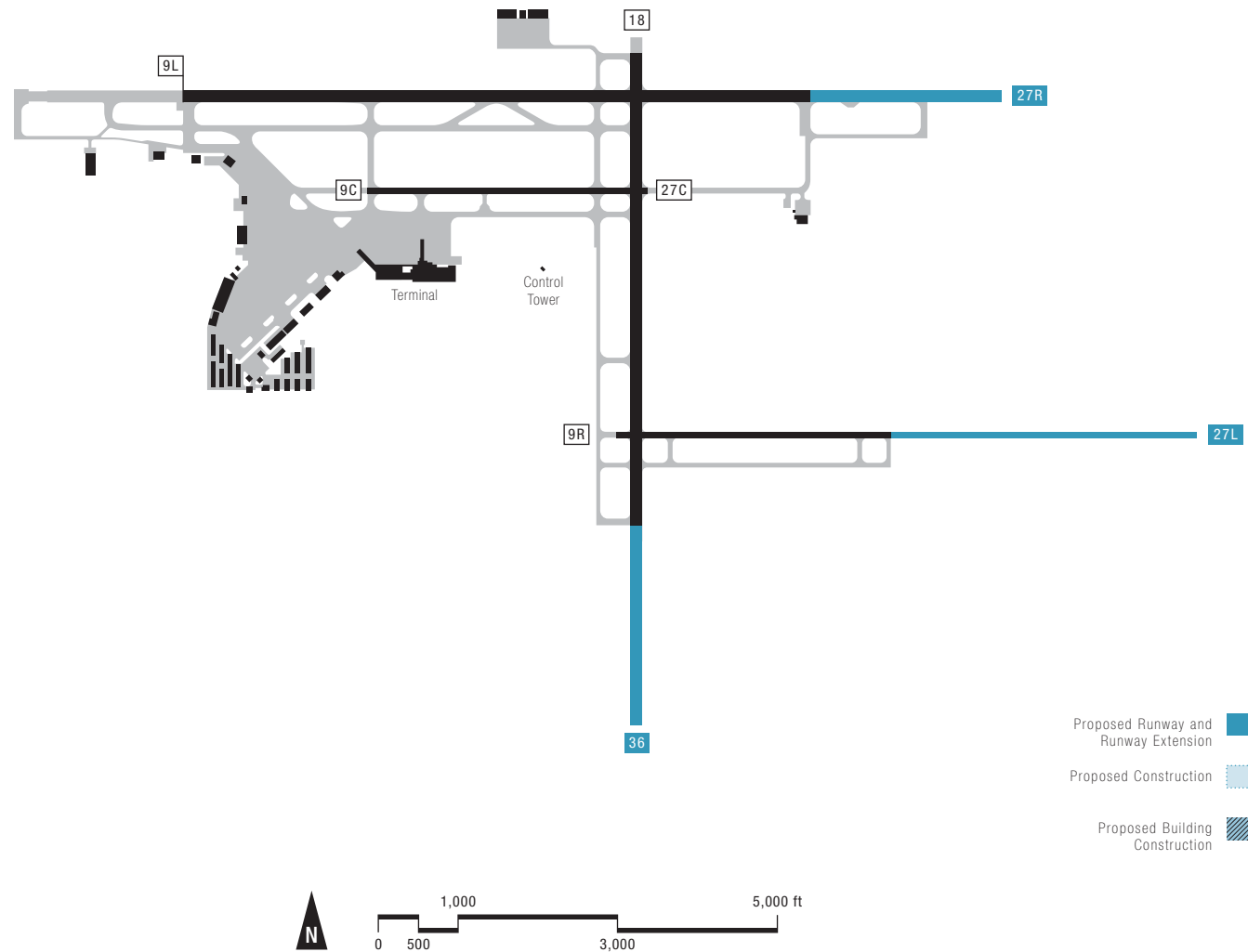
SEA – Seattle-Tacoma International Airport




Airport improvements include a new Runway 16W/34W, 8,500 ft. in length, which will be located 2,500 ft. from Runway 16L/34R. Construction began in 1999. The runway will be completed by 2006 at a cost of \$773.0 million.



SFB – Orlando-Sanford Airport

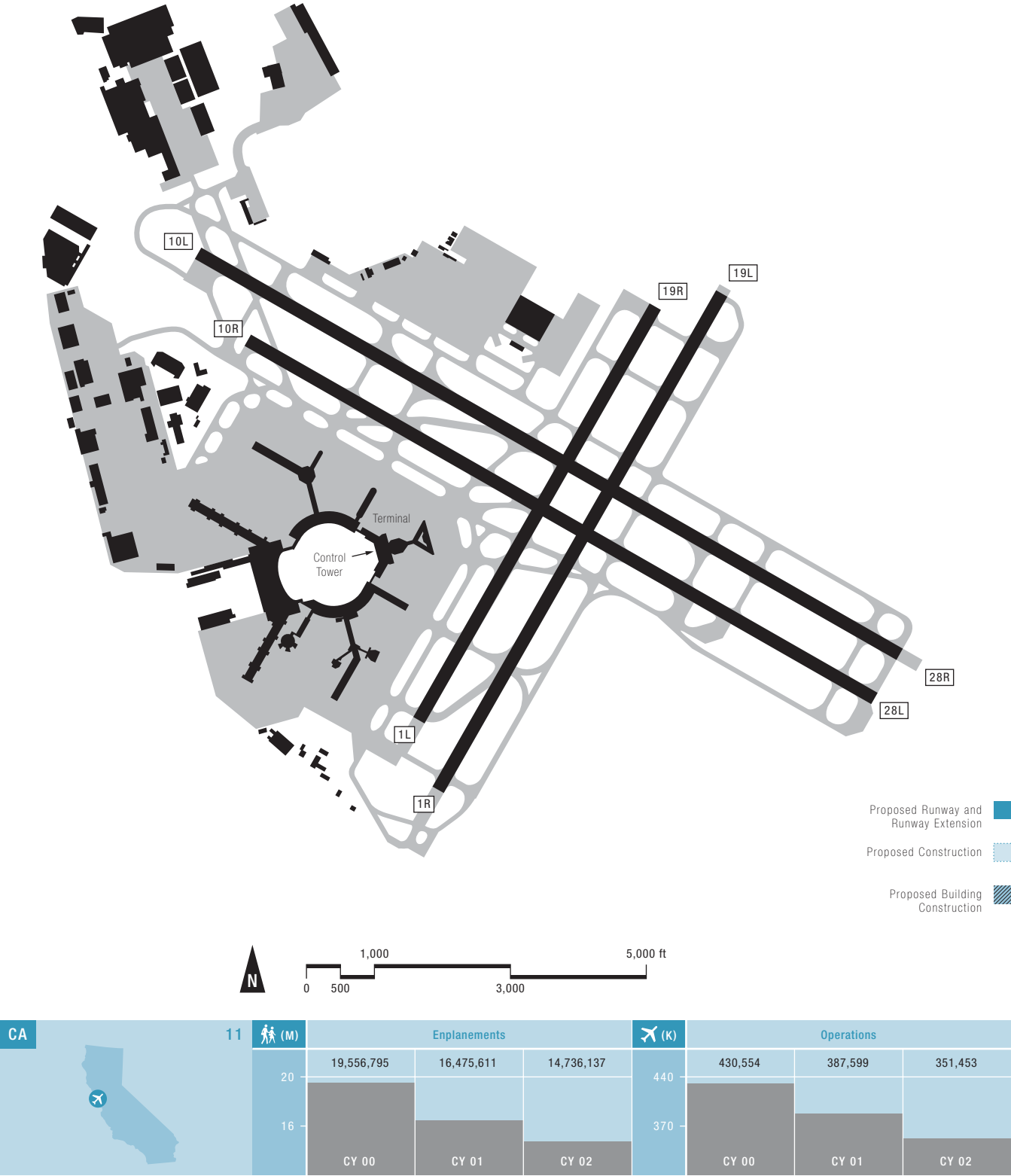
Runway 9C/27C, completed in 1998 at a cost of \$6.5 million, was approved for permanent use in 2001 by the FAA, following completion of an Environmental Assessment. Future plans include extending Runway 9R/27L to 7,400 ft. for completion by 2005 at an estimated cost of \$14 million, and then reconstructing this runway by 2006 at an estimated cost of \$4 million. Long term plans include extending Runway 18/36 to 8,500 ft., for completion by 2007 at an estimated cost of \$6 million, and extending 9L/27R to 12,000 ft. beyond 2007.



FL		98	 (M)	Enplanements			 (K)	Operations		
				508,092	645,944	648,144		371,784	397,557	373,277
				0.7				400		
				0.5				350		
				CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

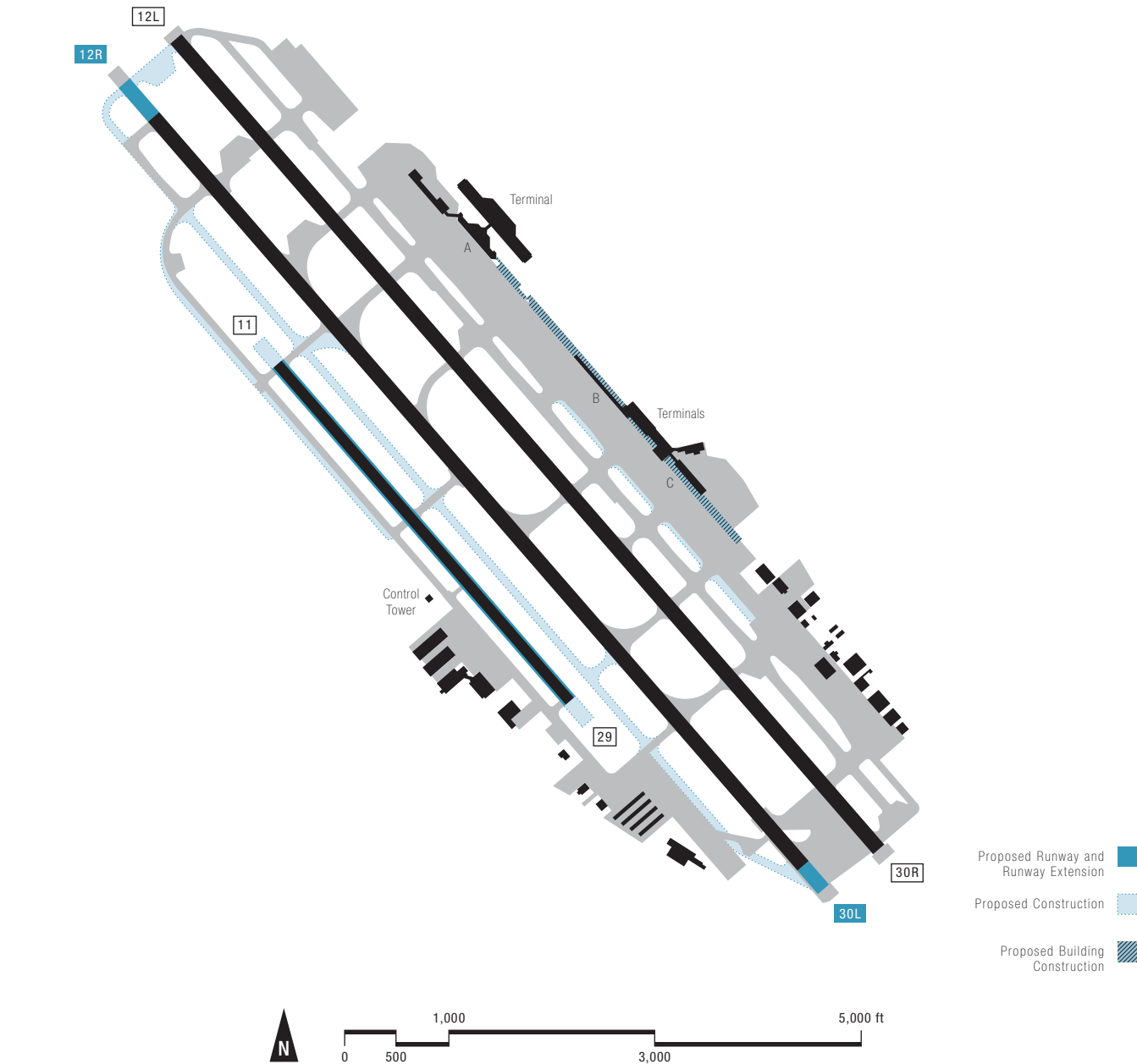
SFO – San Francisco International Airport




There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.



SJC – Norman Y. Mineta San José International Airport

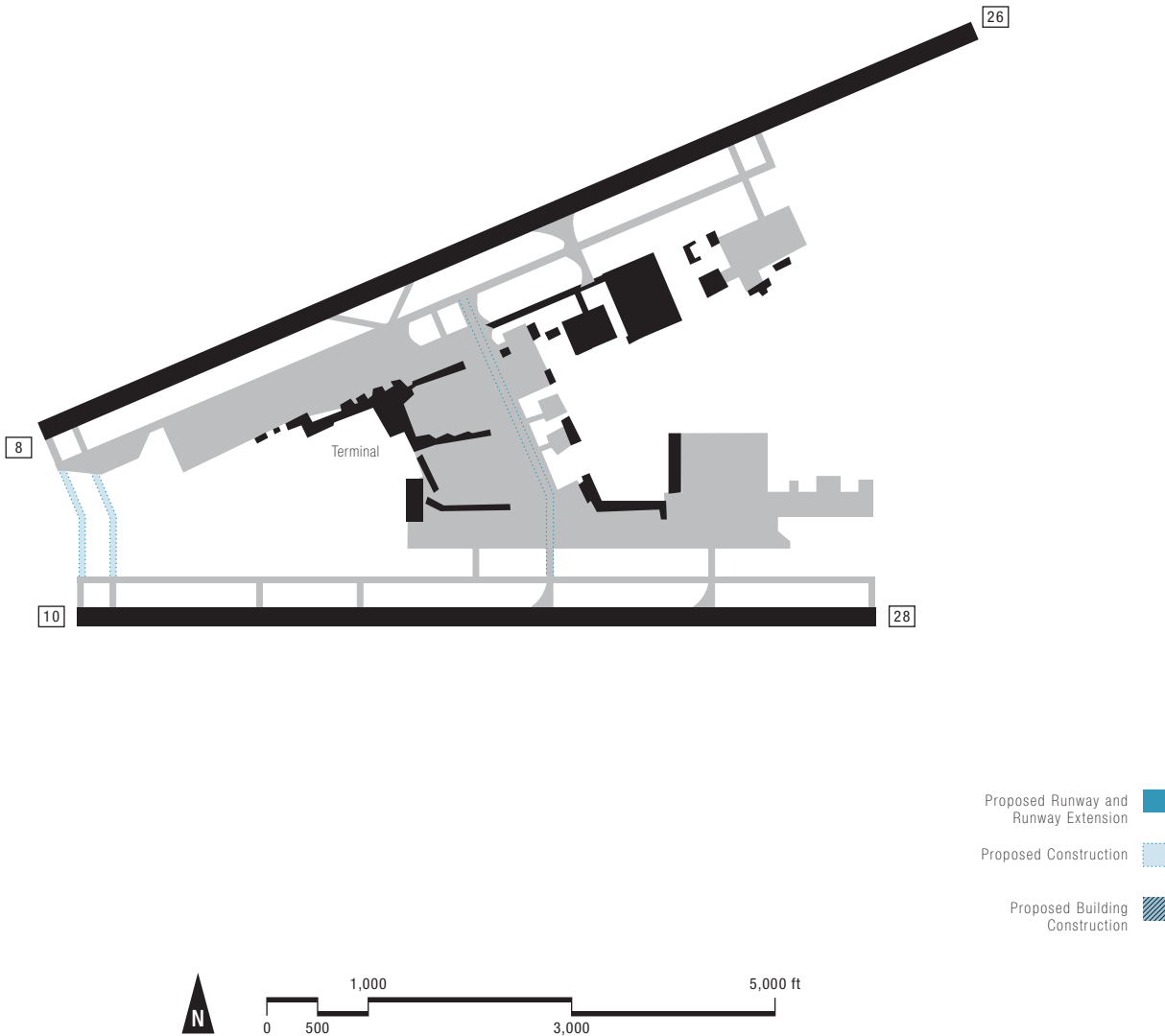
Extension, widening and strengthening of Runway 12L/30R was completed in August 2001 at a cost of \$65 million. Reconstruction of Runway 12R/30L was completed in 2002, and the lengthening of the runway from 10,200 ft. to 11,000 ft. is planned for 2003. The estimated cost is \$61.4 million.






CA		35	 (M)	Enplanements			 (K)	Operations		
				6,170,384	5,981,440	5,248,193		299,844	272,299	223,199
				6.4				320		
				5.4				250		
				CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

SJU – San Juan Luis Muñoz Marín International Airport

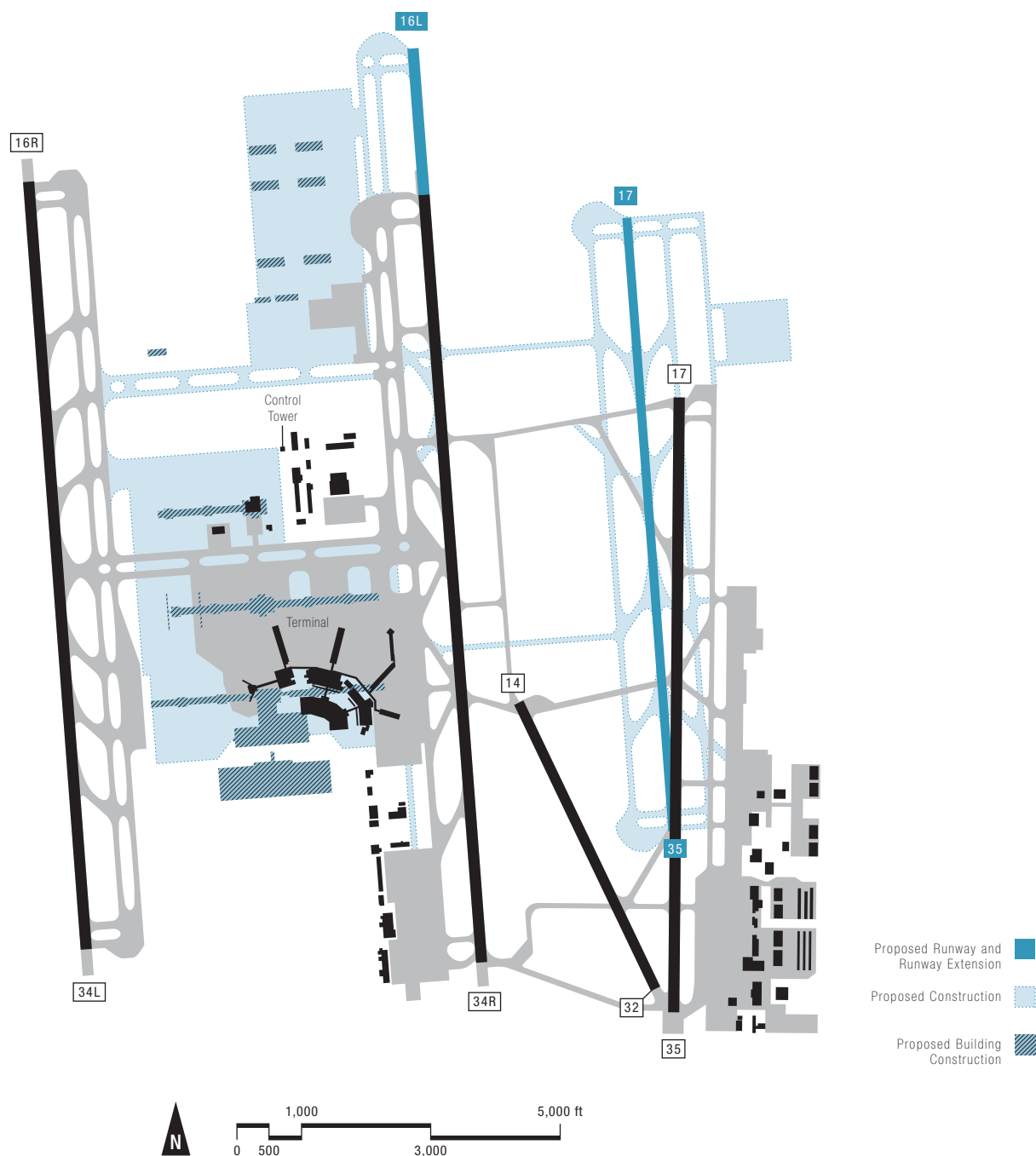
There are no new runway or runway extension projects planned, proposed, or currently under construction at this airport.






PR		39	 (M)	Enplanements			 (K)	Operations		
				5,135,591	4,706,307	4,607,290		236,903	205,976	203,137
				5.2				240		
				4.7				190		
				CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

SLC – Salt Lake City International Airport

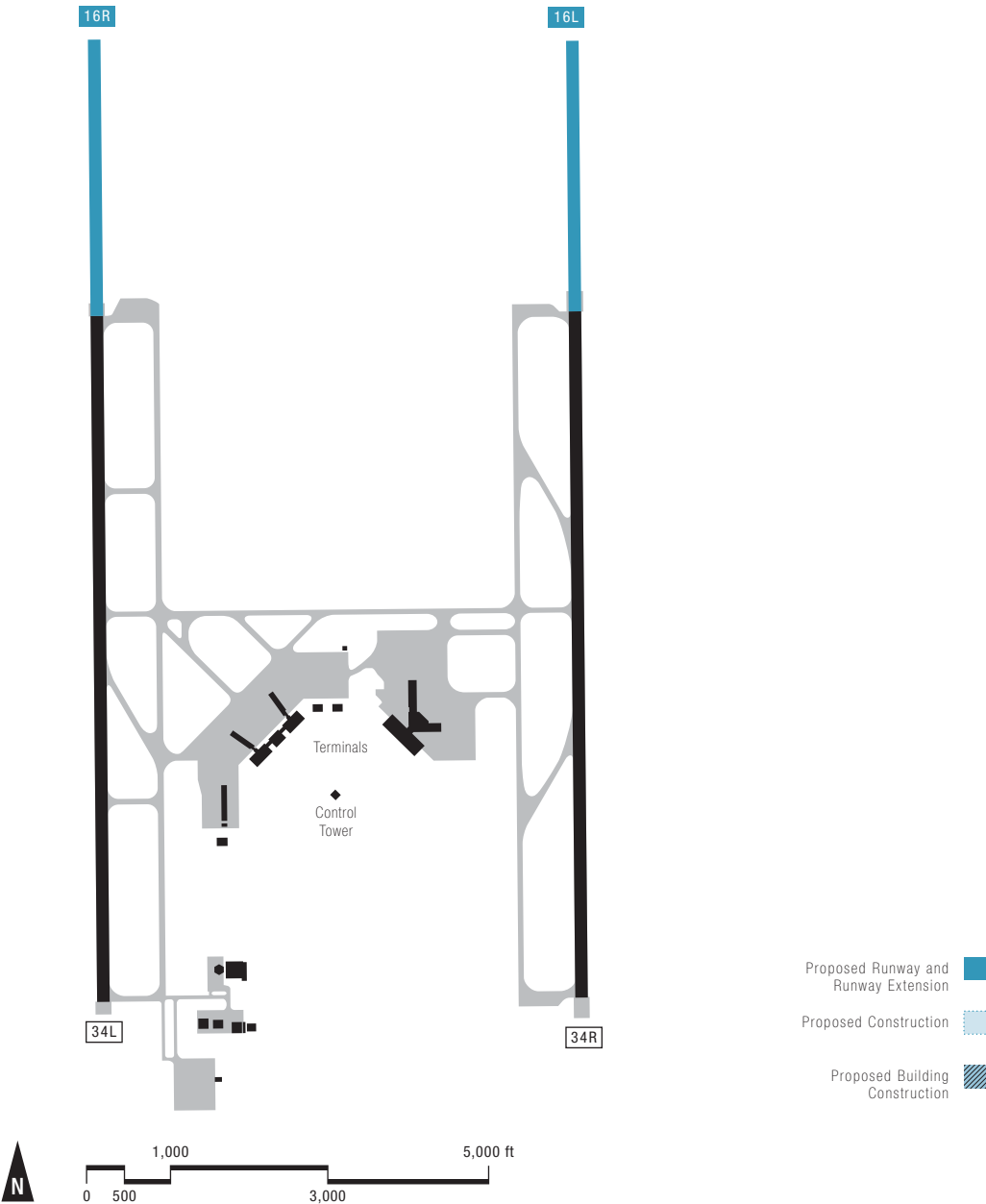
In the long-term Runway 17/35 is planned to be realigned parallel with the other two major runways. This project is identified in the 20-year master plan update.





UT		25	 (M)	Enplanements			 (K)	Operations				
				10	9,522,344	8,951,776		8,997,942	420	366,933	370,282	406,994
				9					370			
				CY 00	CY 01	CY 02		CY 00	CY 01	CY 02		

SMF – Sacramento International Airport

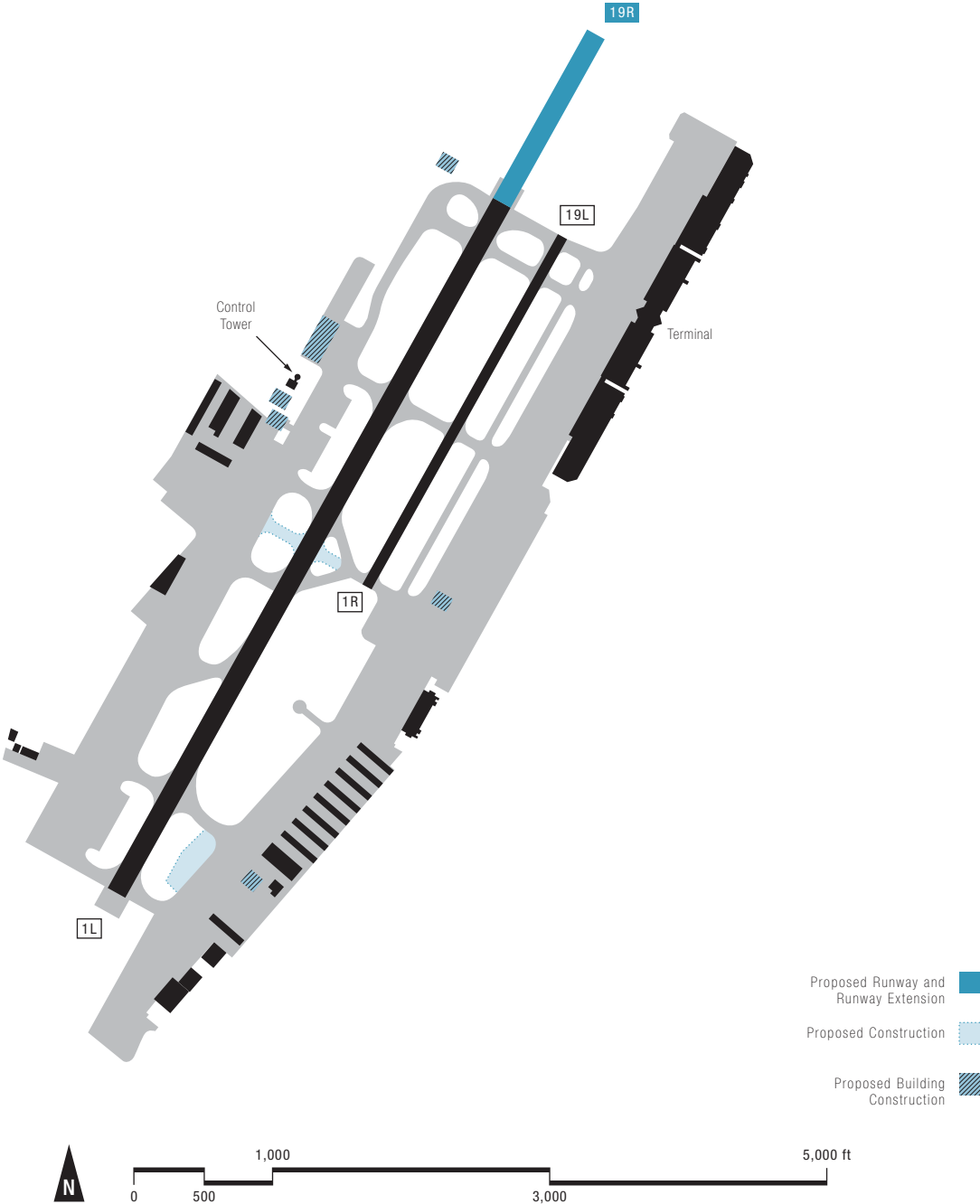
A master plan update is currently in progress. A time frame for the proposed northerly extensions of Runway 16L/34R, to an ultimate length of 12,000 ft., has not yet been identified. Alternatives for the development of a third parallel runway are being considered. A third runway would not be required until beyond 2015.





CA	41	 (M)	Enplanements			 (K)	Operations		
			3,979,043	4,021,102	4,260,514		149,969	151,642	158,202
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

SNA – John Wayne Airport-Orange County

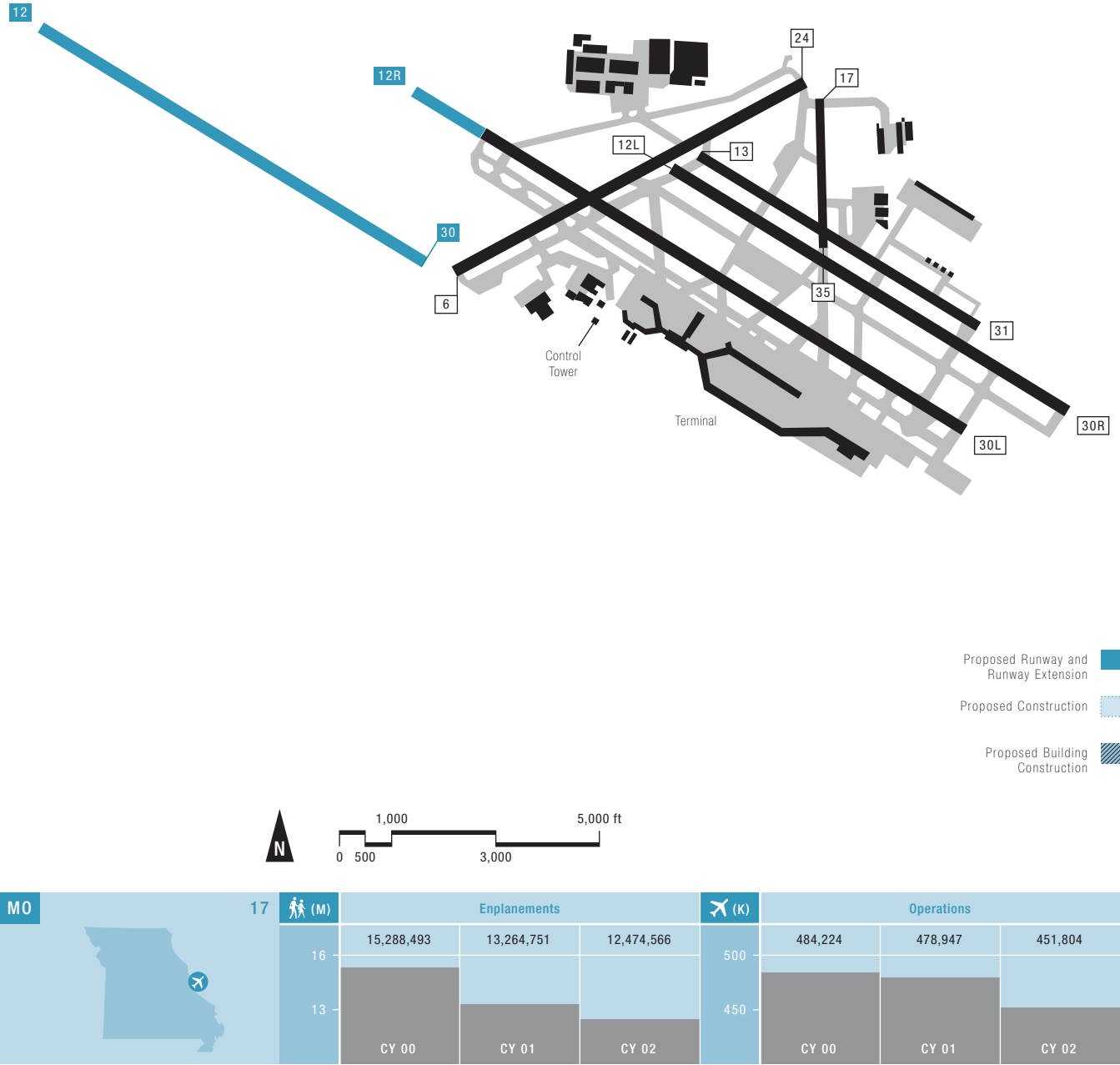
An extension of Runway 1L/19R has been considered, but is not included in Orange County's current airport development plans.



CA	44	 (M)	Enplanements			 (K)	Operations		
			3,914,051	3,688,304	3,968,978		387,864	384,987	376,335
			4.0						
			3.5						
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02

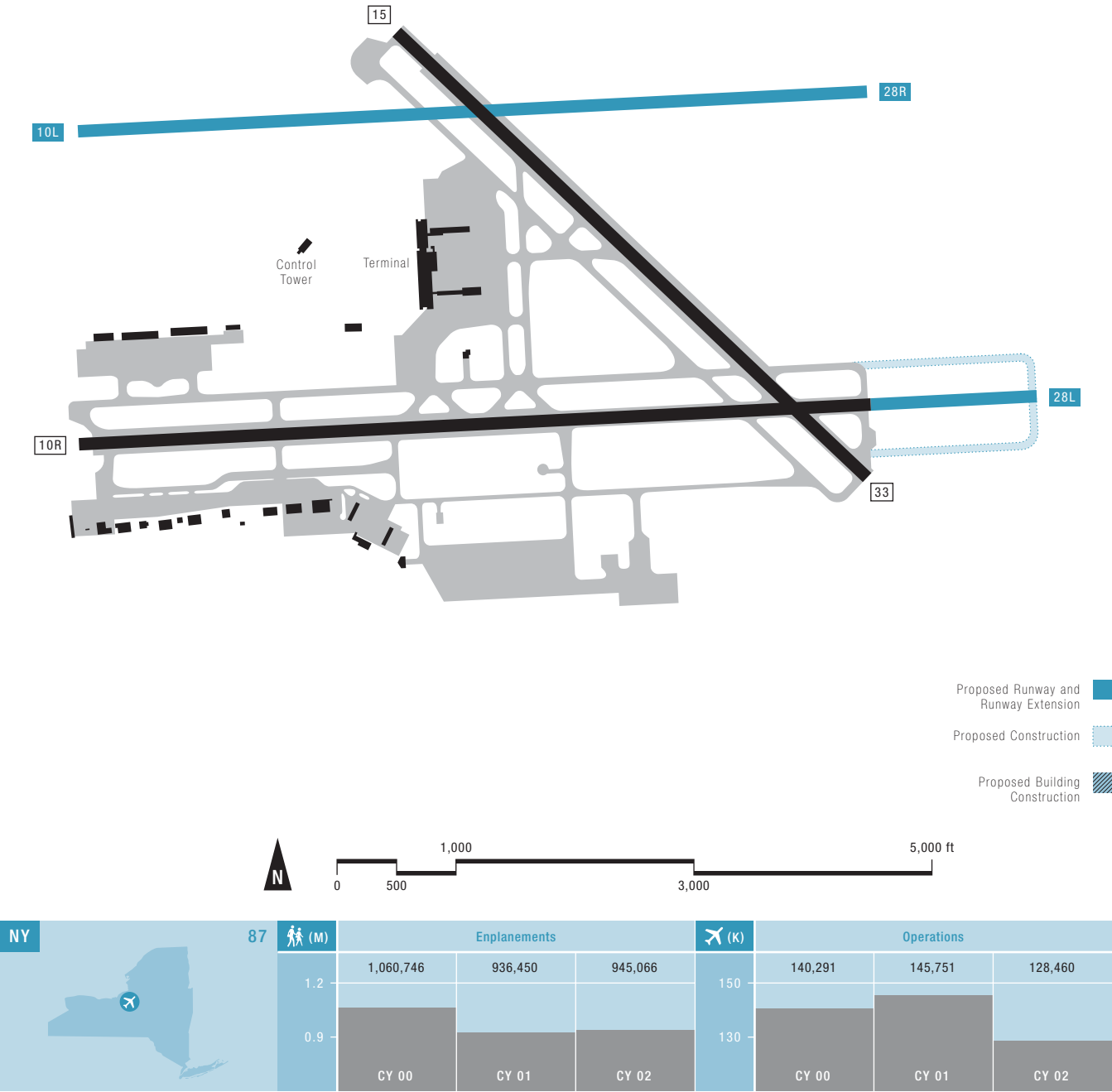
STL – Lambert St. Louis International Airport

There are no new runway or runway extension projects planned, proposed, or currently under construction in this airport's Master Plan, which includes a planning period from 1995 to 2015.



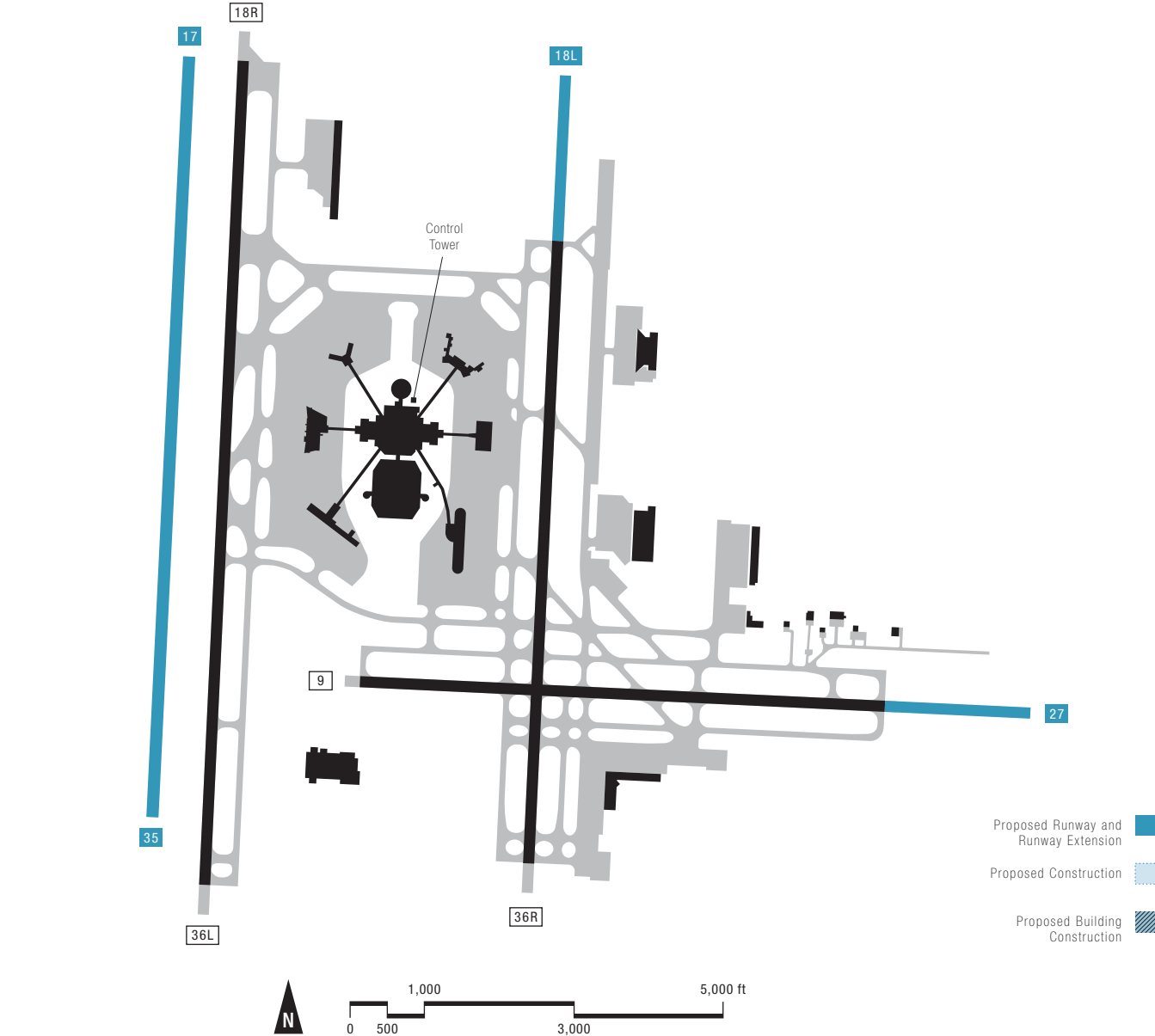
SYR – Syracuse Hancock International Airport




An extension of Runway 10/28 is under consideration. Capacity analysis and needs studies are in process. If this project were undertaken, the runway would be extended 2,000 feet to an ultimate length of 11,000 ft. A parallel runway also remains under consideration. The new runway would be 9,000 ft. long, separated from existing Runway 10/28 by 3,400 ft. It would provide independent parallel IFR operations, doubling hourly IFR arrival capacity.



TPA – Tampa International Airport

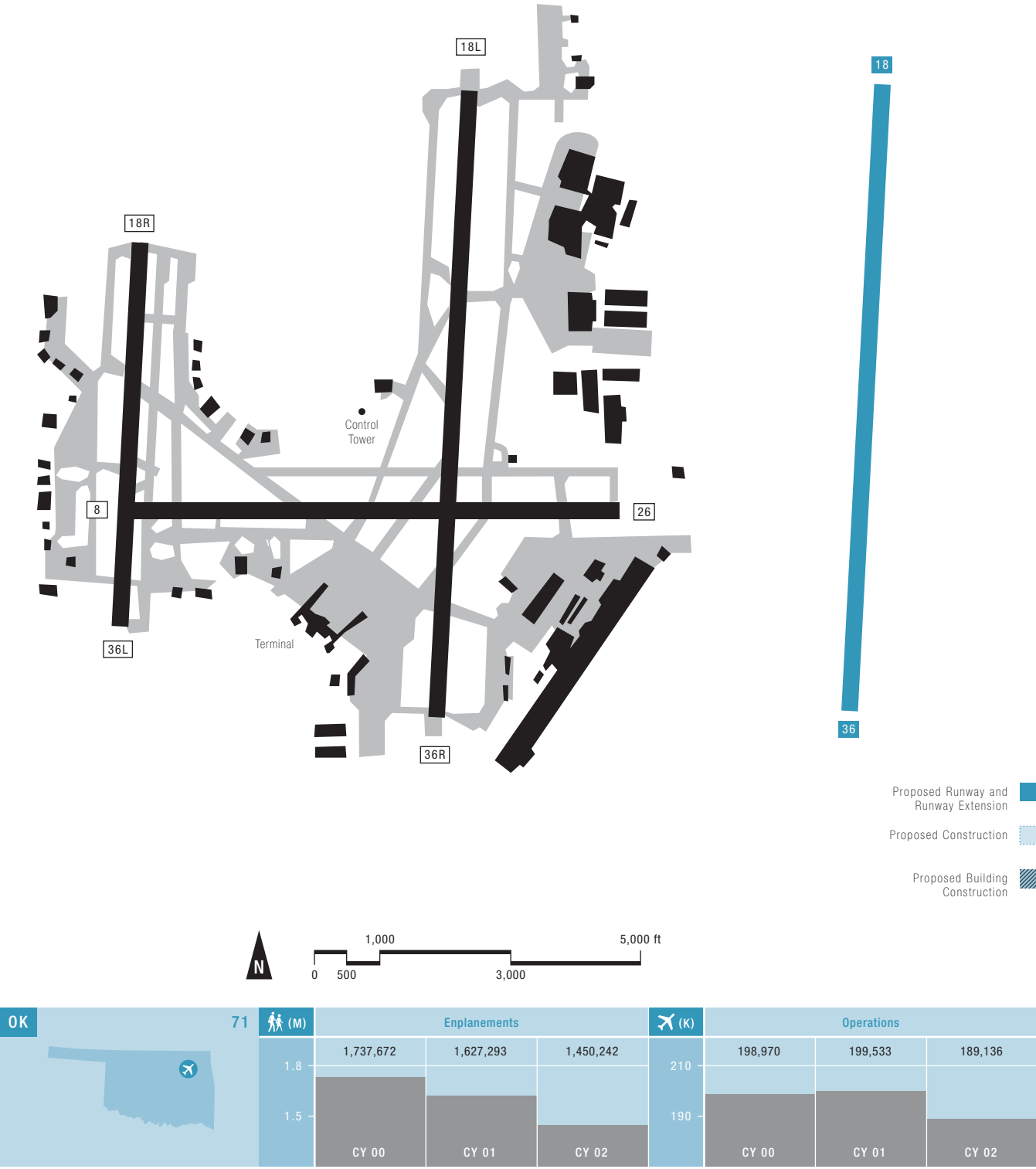
New Runway and associated Taxiway improvements \$89.2 million (proposed; to be reviewed in 2004 master plan update). Runway 18L extension (proposed post 2020; to be reviewed in master plan update 2004). Runway 27 extension (proposed post 2020; to be reviewed in master plan update 2004). Runway 18R/36L angles exit at W5 and 36L holding pad \$8.8 million (underway). Runway 18R CAT II ILS \$3.4 million (underway).



FL		30	 (M)	Enplanements			 (K)	Operations		
				7,969,797	7,901,725	7,726,576		278,632	260,859	243,625
				8.0				280		
				7.5				250		
				CY 99	CY 00	CY 01		CY 99	CY 00	CY 01

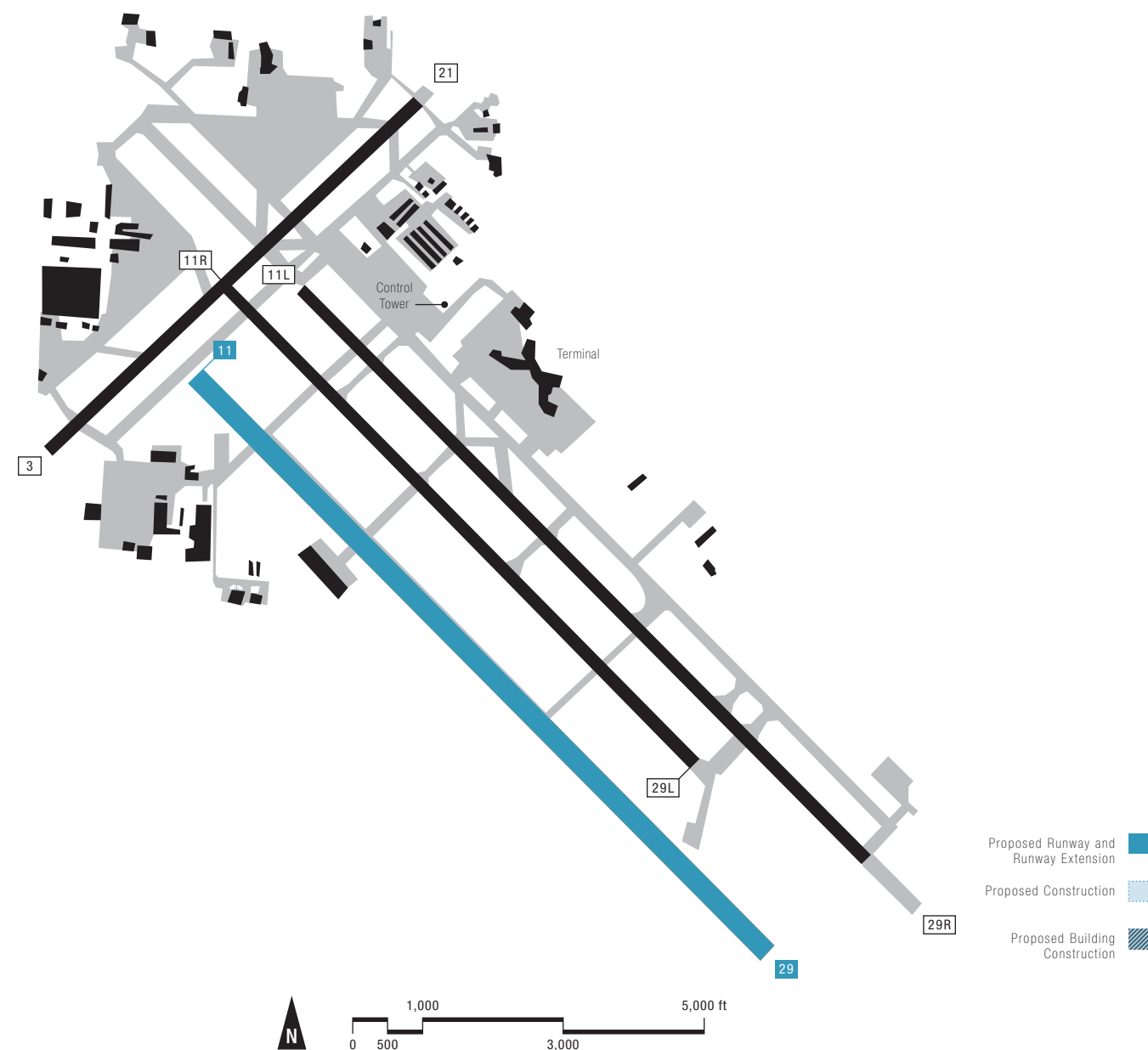
TUL – Tulsa International Airport




A new parallel Runway 18/36, located 6,400 ft. east of the present 18L/36R and 9,000 ft. long, is being considered. The new runway would permit IFR triple independent approaches, if approved, to Runways 18L, 18C, and 18R. It is estimated to cost \$115 million and will be operational in 2010.



TUS – Tucson International Airport

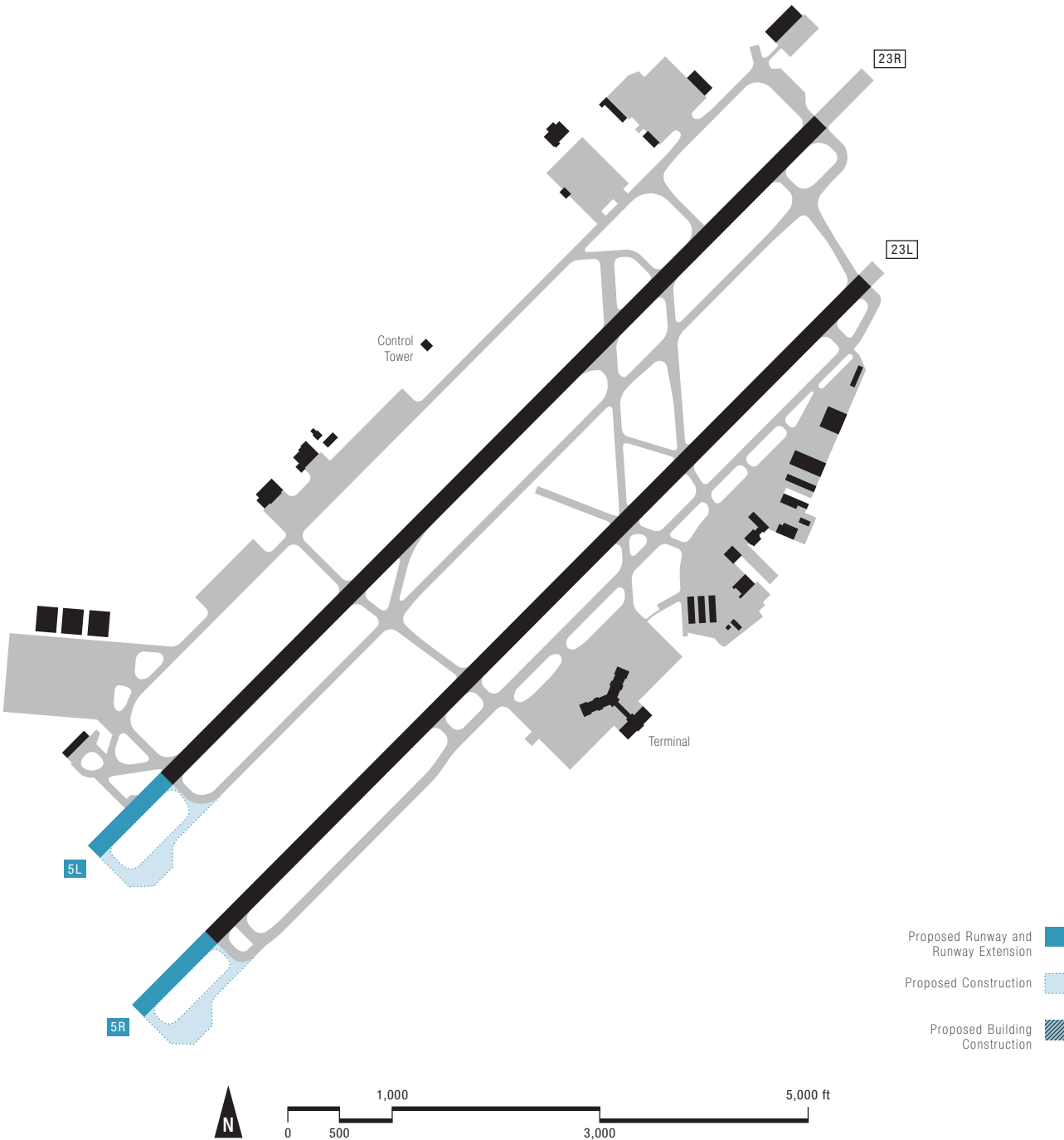
An additional parallel air carrier Runway 11R/29L has been proposed. Upon completion of the new runway, the current Runway 11R/29L, a general aviation runway, will revert to its original taxiway status. Current plans call for construction to start in 2008 to be operational in 2010. The estimated is \$50 million.





AZ		67	 (M)	Enplanements			 (K)	Operations		
1.9		1,804,086	1,749,560	1,677,341	275	250,943	261,800	272,568		
1.7					250					
		CY 00	CY 01	CY 02		CY 00	CY 01	CY 02		

TYS – Knoxville McGhee-Tyson Airport

An extension of both runways, 5L/23R and 5R/23L, is being planned for the future.



TN	94	 (M)	Enplanements			 (K)	Operations		
			863,539	705,607	693,351		148,596	149,342	149,323
			0.9				155		
			0.7				145		
			CY 00	CY 01	CY 02		CY 00	CY 01	CY 02